CYCLE NEWS®

XIII : March 9, 1976 50¢

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NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

David Maltais, our European correspondent, sent along a list of motocross bits n' pieces. CZ rider Zdenek Velky will compete in the 125cc class this year with Jaroslav Falta returning to action on a 250cc CZ after recovering from a liver operation. As was mentioned in an earlier Poop blurb, both Willi Bauer and Jaak van Velthoven will be on Open class KTMs, Jaak with support from the Belgian importer. Hakan Andersson has signed with Montesa to ride in the Open class. Bengt Aberg will still be on Bultaco, although he doesn't know what his bike will look like, yet. A new engine and suspension are reportedly in the works. Suzuki has asked their British importer to come up with a 250cc class GP rider. Arne Kring, happily retired and running his father-in-law sport shop in Sweden, is doing a lot of skiing and plans to ride in Swedish Championship events.

Bultaco's Yrjo Vesterinen, who calls Finland home yet lives in West Germany to cut down on traveling time to trials events, won the opening round of the World Championship Trials series in Ireland on February 15. Vesterinen, who won 19 of the 36 trials meets he competed in last year, topped Montesa's Rob Edwards and Bultaco teammate Charles Coutard of France.

Bob Hayes, a D-37 rider active in National Outdoor Coalition and land use planning, has announced his candidacy for the California state assembly, running as a Republican in the 39th District (Upper San Fernando Valley).

The foregoing brings up an important point – any other active bike folk who are running for office, give us a holler. What better way to get a handle on the politics of our region than by electing a few of our own?

It may not be common knowledge that there are two legal defense funds in Southern California. One is the umbrella Competition Motorcyclists fund, subscribed to by D-37, D-38 and DRA. The other is the San Gabriel Valley MC fund, set up specifically to cover costs of filing for and reviving the Barstow-to-Vegas race.

A second "Baja de Saddleback" race is scheduled March 27-28, on a five mile course at the popular cycle park. Watch out for wayward door-slammers; the organizers expect hordes of them to enter the close-in car/bike event.

From back East we get the word that AAMRR (the ol' "alphabet soup" club) has affiliated with the AMA for 1976; and intends to host a number of AMA-sanctioned road races in addition to its co-sanction of the highly successful Can-Am series outside the AMA umbrella.

District 37 Sports Committee will join other groups in endorsing a 1977 Rand Area cleanup, and will split the sidehack division into over and under 500cc classes. It was also announced that the Associated Blazers of California is sponsoring a cabin restoration project in the Kennedy Meadows area July 4 weekend.

Was that Billy Uhl we saw entering Penton Imports in Lorain, Ohio, last week?

Why is this man smiling? Pat Evans holds up his 165 pound (dry) Husqvarna project road racer that he hopes to finish in time to run Loudon this year. More pix and story on back page.

LANE CAMPBELL

Amendments to the 1976 AMA National Motocross Series schedules have been announced by Mike DiPrete, AMA Manager of Professional Motocross.

The schedule changes were caused by a change in venue for races originally scheduled at Appalachia Lake Park in Bruceton Mills, West Virginia. Promoter Dave Coombs has moved to Appalachian Highland Motorsport Park in Keysers Ridge, Maryland, where he will promote a 250cc National on May 16 and a 125cc National on July 4. The August 15 500cc National at Bruceton Mills has been canceled and replaced with an August 8 500cc event at Baldwin Motocross Park in Baldwin, Kansas.

The final amendment to the 1976 motocross schedules involves Castle Point Motorsport Park in New Castle, Kentucky, which changed its 500cc National from August 8th to August 15th.

Pat McCaul is at home resting after corrective surgery on his popped shoulder. He's looking to be recovered in time for the first San Jose Mile.

A benefit for crippled kids is set for San Jose's first D-36 Semi-Pro/Sportsman half mile. Unfortunately it's the same day, March 21, as the 100-lap TT at Ascot. How'd that happen?

Second and third division speedway will open in June at South Bay Park Speedway, Chula Vista, running Saturdays.

Word has filtered back that Russian motocrosser Evgeny Ribaltchenko was killed in an auto accident in Russia nearly a month ago.

Western Coordinator Steve Riley, Lance Weil, Mel Denison, and CN's Lane Campbell have been appointed to serve as a Competition Committee for W/ERA's western region. The group will act as a bridge between riders and the W/ERA organization.

W/ERA did not run its scheduled 200-miler at Willow, as both Steve Riley and SoCal rep Lance Weil agreed, neither the organizers nor the riders were ready for it. The event will be rescheduled, so you would-be endurance road racers start building quick-dump cans.

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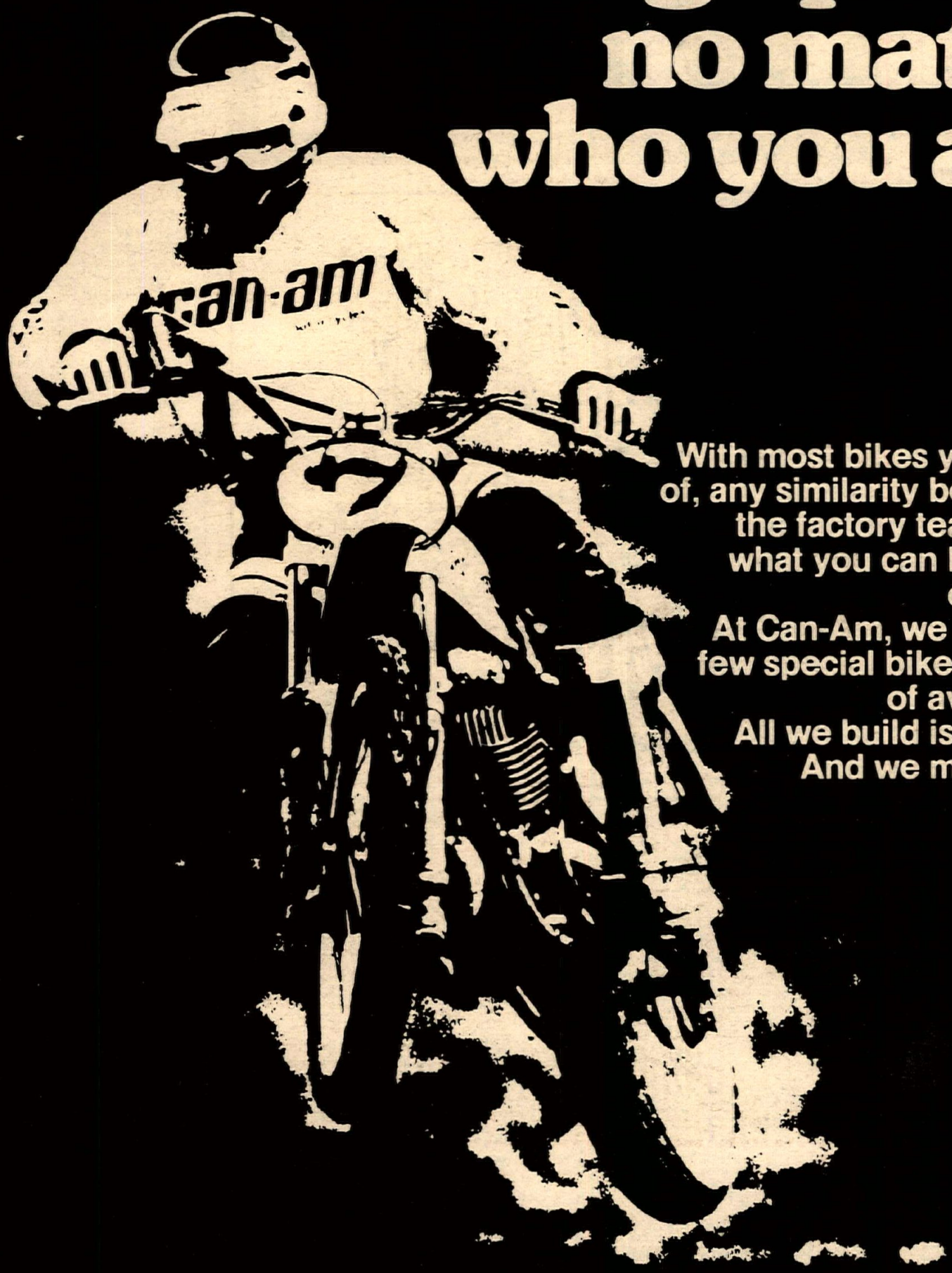

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ON THE COVER: Yamaha's IT 400C got light headed while Larry Langley's camera eye got saucer size. More details on page 36.

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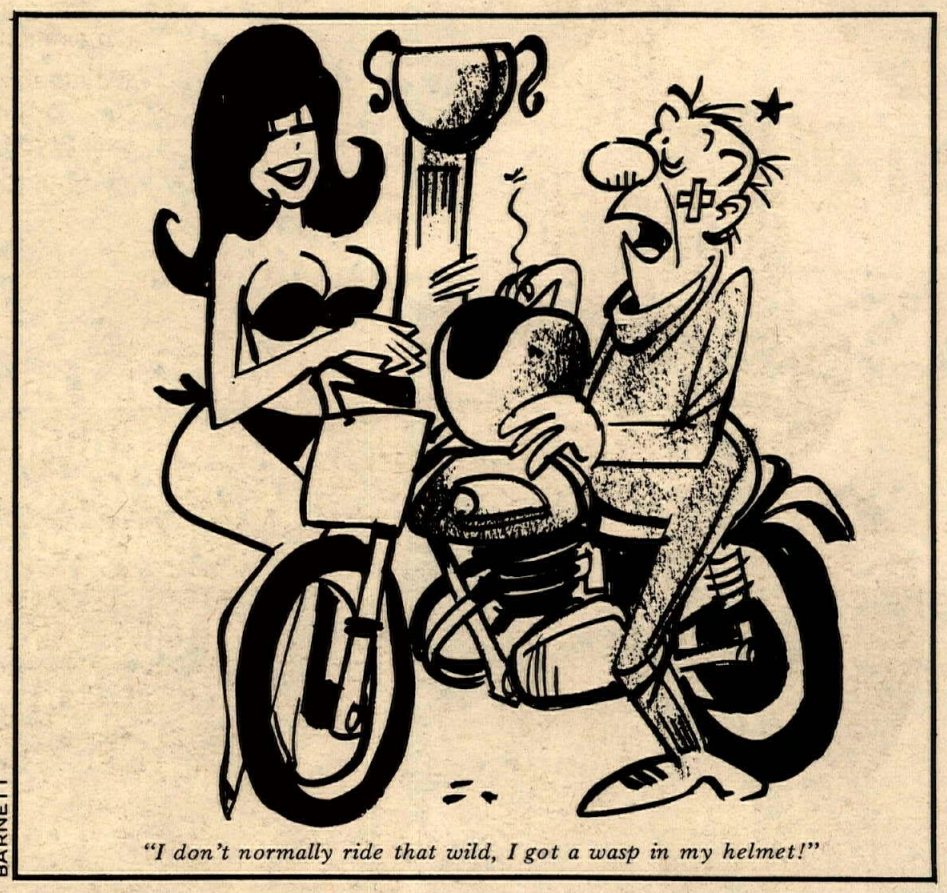
VOICES OF THE WEST



"I don't normally ride that wild, I got a wasp in my helmet!"

Say it isn't so

Have you seen Kenny Roberts on last month's copy of the National Singles Register? Has Pete Schick seen Kenny Roberts on the last issue of National Singles Register (available at your local Post Office, my God what has this country come to?) Has Mrs. Roberts seen Kenny Roberts on the cover of the National Singles Register?

What ever happened to Bruce Baron?

DAVE RAMSEY
CMC RR No.51

Bruce is still trying to get on the cover of the National Singles Register . . .,Editor

Postal blues

Today, February 20, 1976, I picked up the new edition of Cycle News. I don't want to say you screwed up, so I'll just say you blew it . . . . the date on the cover was February 24, 1975.

ERIC NORQUIST
Los Angeles, CA

We knew the U.S. Mail was slow, but that is too much . . . Editor

What about us?

I recently received the San Francisco Chapter of the AFM's Perpetual Trophy for the Outstanding Worker. I was so taken by this award that I neglected to thank the many people that made it possible. I would like to thank Bill and Joann Ralston for the countless hours spent at the track and with the club through out the 1975 season. Secondly to all the workers who came out to help and make racing possible. Thanks again for making the 1975 season a great success. We're gonna be even bigger and better this 1976 season!!!

BARB LINCOLN
Pleasant Hill, CA

The word is out

Sad times have come to the desert. You go out to enjoy the weekend and try to put on a decent race only to have your camp ripped off when your back is turned. I imagine that we aren't the first club that has had thieves visit in the night.

We would appreciate the return of the remaining two jeep cans of the three that were taken, (one was found during clean up). There were also a couple of two gallon cans, one pair of Hondaline boots kids size, and two ice chests. Any leads to the recovery of the items mentioned will be deeply appreciated by all.

SUSIE ELLSWORTH
4 Aces MC

Williams returns

I once again want to thank all the very nice people, clubs, organizations, racing fans, and racing buddies, for all the support, cards, letters, donations and etc. I truly feel if I had not had all the support behind me that I received it would have been a tough climb back. I want everyone to know that I am grateful.

I am getting better and stronger. I did not have to undergo surgery a second time. The doctors advised me that the vertebraes are fusing themselves, and that they thought I do have some movement on my own, which made me very happy. As soon as the vertebraes get strong enough I will start therapy treatments.

I will attend races whenever possible, probably as a spectator for awhile. Thanks again to everyone.

MARK WILLIAMS
National No. 70
Springfield, Ore.

Happily ever after

Where is Billy Barkfeather and his Pit Tootsie Latrina Snapsaddle? Are they married? Are they helping Santa? What really happened? I've heard that since Barkfeather has mastered motocross and sky jumping that he has turned to sidecar racing. Is this true? P.S. Pardon the crayon.

S. HOLLAND
N. Hollywood, CA

The Barkfeather story is a sad one. He reached the top too fast, it went to his head, and after several scandals he faded into obscurity. Latrina left him for a professional Flamingo dancer right after Barkfeather appeared on the cover of the National Singles Register . . . Editor

Thanx we needed that

You sure touched on my sentimentality with your February 17 Valentine cover. Not only was it my husband Ben on the Husky, but our third wedding anniversary was Feb. 14. Thanks from Ben's most dedicated pit crew!

DEANNA BOWER
Mt. View, CA

Sign on the dotted line

Remember the Marty Smith poster that you gave away in Cycle News about eight months ago. Well the autograph of Smith is wrong. The S in Smith looks like an H and H looks like an S. Is that really Marty Smith's autograph? This is bugging me.

STEVE SANDOZ
Escondido, CA

It had to come out sooner or later. Marty Smith's real name is Marty Hmits. Honda has been trying to keep it quiet because they wanted to advertise an American champion with a real American name. Just the other day Juan Weinert and Tonio DiStefano and I were . . . Editor

Any takers

All the people in the Central section gripe cause the pictures are small, etc . . . Shucks you don't even print what is sent in by the good 'ol folks in the So.Cal. Side Hack Assn. We're real people who have a lot of fun and to prove it we'll give you a free ride around the track of your choice.

GEORGE HARRIS
Sylmar, CA

How about the Nurburgring? . . . Editor

Encore

Those bogus T.Z. Whippy ads (Feb. 10. 1976) are the funniest things I've seen in a long time. I haven't laughed that hard for years. Mr. Miller deserves congratulations for his work.

GARY STRABALA
Tempe, Arizona

P.S. Please send me a 6 quart "Baja Bucket."

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

UP SHOT

A Penton family Sunday

Tom Penton (Pen) topped the list of Gold Medal winners at the opening round of the AMA Two-Day Trial Series with a score of 1,884.5. Penton was followed in the February 29 Forked River, N.J. event by Rod Bush (Pen) and Frank Gallo (Pen). Of the 265 riders starting the East Coast Enduro Riders event, 144 finished with 53 copping Gold Medals.

Jack Penton kept the family on the winning road by taking the overall win at the opening round of the AMA National Championship Enduro Series, a 100 mile SETRA sponsored run billed as the Bicentennial Enduro. The Franklin, Georgia based event drew over 600 entries.

Bizarre "Trackin" weekend

The opening weekend of the Southern Trackin' Series was a chaotic affair what with the opening event at Holiday Downs in Palmetto, Georgia, finally being called off after hours of rider protests and a bizarre chain of events. Everyone called it a night February 27 when Rex Beauchamp stepped off in an Expert heat and broke both collarbones. Billy Labrie (Yam) took the win. Sunday's half mile at Volusia County Speedway near Daytona was delayed by heavy rains. When it finally got underway in the evening, it was good racing, but controversial finishes in both the Junior and Expert Mains. As a result – there are no official results. Over 350 flat trackers posted for the pre-Daytona events and the Daytona area half mile drew hundreds of European racing fans, who were frothing at the mouth over the whoom-bah half mile big bikes.

NorCal Speedway goes AMA

The four tracks on the NorCal speedway circuit will go this summer with four races a week under AMA sanction. First to open will be San Jose May 20, then every Thursday night through the summer session. Beginning in June the circuit will fill out, with Cal Expo Friday nights, Napa Town and Country Saturday nights and Sears Point on Sunday, daytime.

On the line

Daytona, coming at you. Along with our eastern subscribers, you'll be the first to read about the classic week in our annual Daytona issue. The logistics of covering Speed Week with its grandeur and glamor will have the complete staff running from the Lightweight Road Race to the Super Cross MX to the big Production shootout to the 200 miler to you in just a couple of days. But don't think we're gonna stop with just Daytona.

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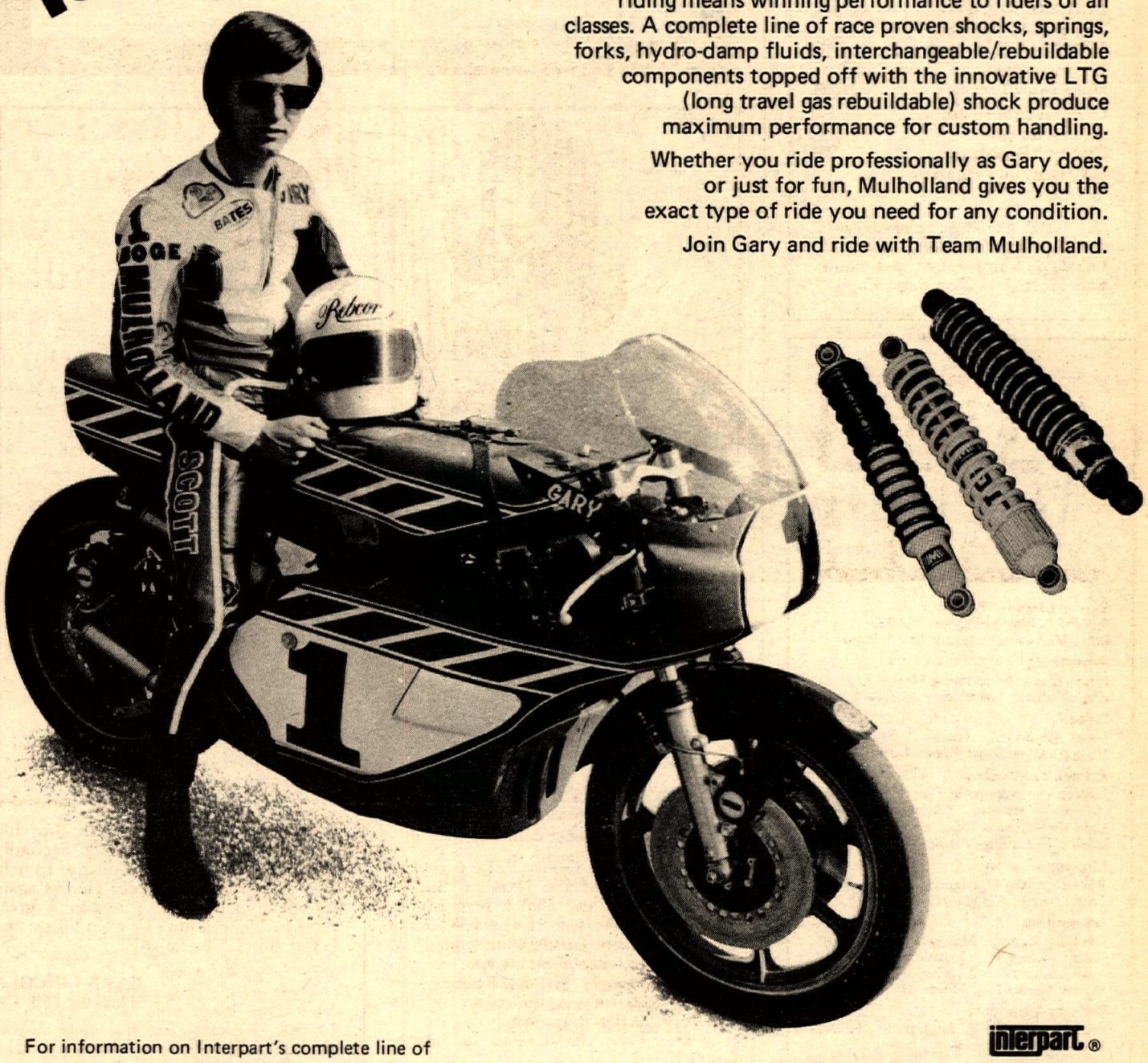

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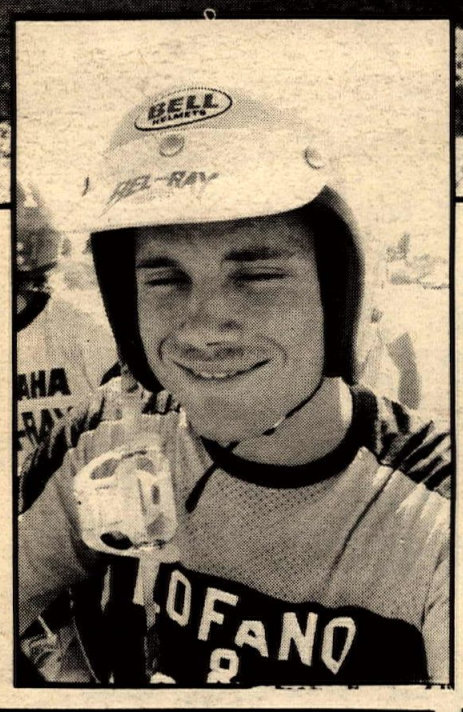


The Florida Winter-AMA is developing a reputation as one of the most competitive and exciting series in professional motocross. (Above) America's best riders get in size place. (Left) NoCal privateer Jim Turner enjoys the winter sun and racing fun with (below left) three time National Champion Gary Jones and Jimmy Ellis.

Winter-AMA Round 5

DiStefano & H
Who's in seco
what's in third

By Jim Gianatsis

COCOA BEACH, FLA., FEB. 29

Both classes of the final 1976 Florida Winter-AMA Series race went right down to the final moto at Diamondback Recreational Park in Cocoa Beach to decide the overall Series winners. In the 250cc class, Suzuki's Tony Di Stefano took the day's win on his Keith McCarty prepared bike to ace out Can-Am's Jimmy Ellis for the class championship. Bob Hannah took his Bill Buchka-tuned works Yamaha to his fifth straight win in the series to clinch the Open class ahead of Suzuki's Steve Stackable.

In addition, Tony D.'s effort, combined with the other members of Team Suzuki, Danny LaPorte, Steve Stackable, plus mechanics Brian Lunnis and Bernie Thompson, helped Suzuki to once again win the Bel-Ray Manufacturer's Cup. Since this was Team Suzuki's third straight year of winning the Bel-Ray Cup, the trophy has been permanently retired.

250cc

A number of new National riders joined the series at Cocoa Beach to prepare themselves for the upcoming Daytona MX and other Super Series events. Gaylon Mosier, Wayne Boyer, Marty Tripes and others were on hand to sort their bikes out, but never scored well in the day's racing. With only five points separating them in the Series standings going into this last race, the battle would be between Jimmy Ellis and Tony DiStefano.

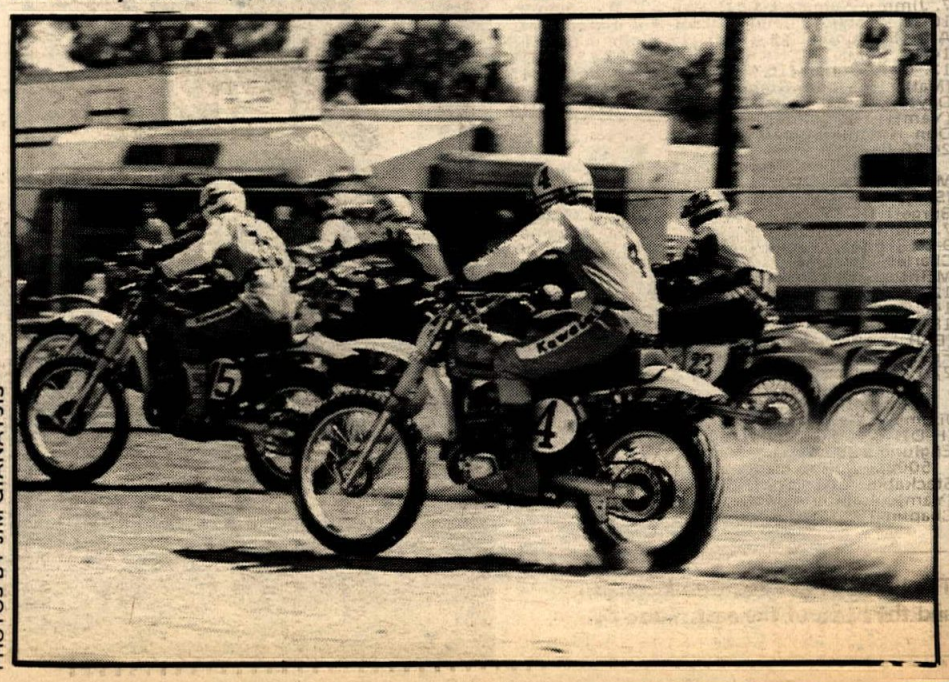
Tony pulled the holeshot on the first 30 minute moto only to be passed by Jimmy Weinert on his new works Kawasaki in the first lap. Ellis was back holding onto third, followed by Harley's Rex Staten, then Rick O'Brien, Jim Turner and Mickey Kessler. Can–Am's Mike Runyard put on a fantastic drive to move up after a slow start, catching Staten in fourth before the race ended. Everyone's attention was on the battle for second place, though, as Tony D. and Ellis tangled handlebars for half the moto. Jimmy Ellis eventually began to tire in the rough sand and dropped off the pace. Tony tried to catch back up with Weinert, but "The Jammer" had built up a 20 second lead. After his Suzuki tried to get away from him a few times, Tony decided to ease off and finish safely.

After having been sick with the flu all week, Jimmy Weinert made a valiant effort to repeat in the second moto, but found himself just too burned-out to race competitively. Danny LaPorte put his works Suzuki into the lead ahead of Tony D. and Ellis for the last moto. The two Suzuki teammates raced side by side for almost half the moto as Ellis ran about 10 seconds behind. Then LaPorte highsided in a turn and was struck by Ellis who also fell. Both remounted with Ellis in control of second, but LaPorte passed him back to finish the moto in second place behind Tony D. who picked up the day's win and the Series championship. Jimmy Ellis finished the moto in seventh place behind Kent Howerton, Rex Staten, Gary Semics, and Runyard.

500cc

The Open class had all the makings of

Kawasaki teammates Gary Semics (15) and Jimmy Weinert (4) streak down motorhome road.



PHOTOS BY JIM GIANATSIS

nnah: d, and . . .

a real battle between Bob Hannah and Steve Stackable for the series title, but as the gate opened for the first moto it was Rick Burgett and local shoe Monte McCoy who held down the lead over "Hurricane" Hannah and "Short Stack." After four laps of battling with Florida's fastest rider, Burgett crashed his works Yamaha and got running again in fourth place. Hannah took over the lead from McCoy, then Stackable got by as well. Burgett got smoking again after his crash and caught back up to pass Stackable for second. Then Hannah let Burgett on by to take over the lead again. Stackable's chance at winning the series was all over when he dropped his Suzuki in the sand and lost a whole lap getting it restarted. Burgett took the moto win ahead of Hannah, McCoy, Gary Chaplin, Fran Summey, Barry Higgins and Stackable.

Team Yamaha's strategy was to have Burgett finish in front of Hannah during the second moto as well, which would still give Hannah enough points to win the series overall, while also moving Burgett to second in the series ahead of Stackable.

The plan almost backfired as Stackable pulled off with the lead and Bob Hannah found himself in the difficult situation of having to go slow enough to keep teammate Burgett in second place and holding off the attacks of Monte McCoy who was right behind. The problem was Burgett had become sick from some bad food he had eaten during intermission and was having an almost impossible time riding. They held off Monte right up to the last lap, but then Burgett crashed and lost half a lap, losing any chance of a Yamaha 1-2 sweep of the Open class in the series.

Steve Stackable smoothly took his Suzuki to the win in the final moto over Hannah, McCoy, Chaplin Higgins, Gratton and Burgett, but Bob Hannah's second place easily gave him the overall win and the series. For 19-year old Bob Hannah from Whittier, California his Florida series triumph served notice of more to come. ●

Results

250cc: 1. Tony DiStefano 2-1 (Suz). 2. Danny LaPorte 7-2 (Suz). 3. Rex Staten 5-4 (H-D). 4. Mike Runyard 4-6 (C-A). 5. Jimmy Ellis 3-7 (C-A). 6. Kent Howerton 9-3 (Hus). 7. Jimmy Weinert 1-11 (Kaw). 8. Gary Semics 10-15 (Kaw). 9. Jim Turner 8-8 (Suz). 10. Arlo Englund 12-9 (Mai). 11. John Savitski 14-12 (Mai). 12. Ricky O'Brien 13-13 (H-D). 13. Gary Jones (15-17). 14. Ed Moor 19-15 (Mai). 15. John Gurga 21-14 (Oss). 16. Sam Dayton 16-19 (Bul). 17. Sonny DeFeo 20-16 (Yam). 18. John Deemer 18-18 (Suz). 19. Don Kudalski 28-10 (Hon). 20. James Steele 24-20 (CZ).

500cc: 1. Bob Hannah 2-2 (Yam). 2. Monte McCoy 3-3 (Suz). 3. Steve Stackable 7-1 (Suz). 4. Gary Chaplin 4-4 (Suz). 5. Rick Burgett 1-7 (Yam). 6. Barry Higgins 6-5 (Mai). 7. Glenn Robbins 8-8 (Mai). 8. Pat Moroney 9-10 (Hus). 9. Joey Gratton 14-6 (Mai). 10. Charles Holcomb 10-12 (Hus). 11. Mike McIntosh 13-13 (Suz). 12. Bruce Kahlhammer 12-14 (CCM). 13. Fran Summey 5-23 (Suz). 14. Dan Farley 21-9 (Hus). 15. Joe Ferrini 18-15 (Yam). 16. Stewart Anderson 17-20 (Bul). 17. Gordon Bowden 30-11 (Suz). 18. Fred Little 26-16 (Hus). 19. Don Anderson 27-17 (Hus). 20. John Ayers 22-27 (Mai).

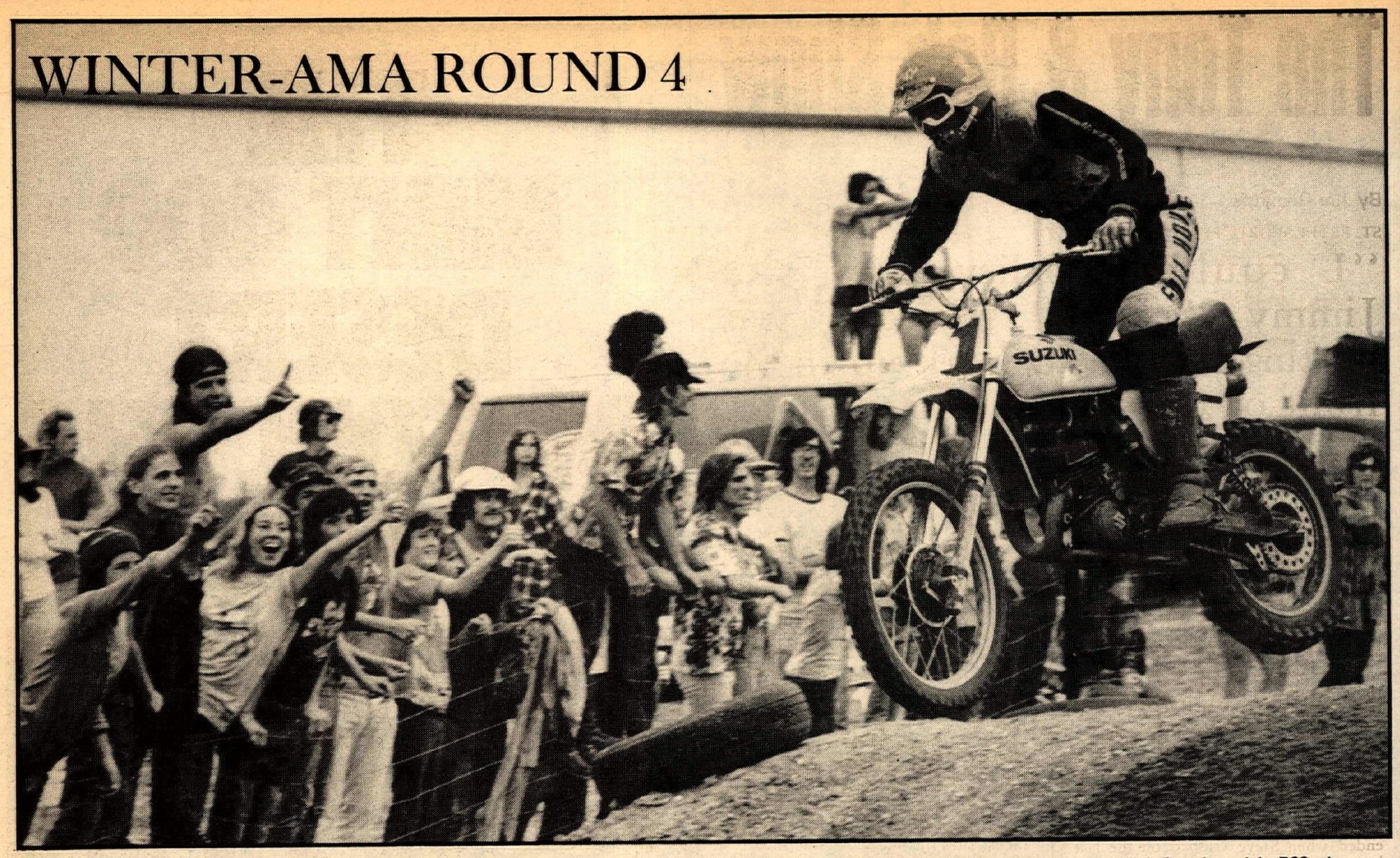
OVERALL SERIES:

250cc: 1. Tony DiStefano 214 (Suz). 2. Jimmy Ellis 197 (C-A). 3. Rex Staten 145 (H-D). 4. Mike Runyard 139 (C-A). 5. Arlo Englund 128 (Kaw).

500cc: 1. Bob Hannah 235 (Yam). 2. Steve Stackable 213 (Suz). 3. Rick Burgett 206 (Yam). 4. Monte McCoy 140 (Suz). 5. Gary Chaplin 135 (Suz).

The best of the west, Bob Hannah, and the beast of the east, Tony D.

WINTER-AMA ROUND 4



(Above) Tony D. is awarded the fans famous flying finger salute on his way to the 250 win. (Below left) Bill Buchka and Bob Hannah picked up their fourth straight 500 win. (Right middle) Gary Semics won the first 250 moto, but (lower right) it was nip and tuck as Tony D. and Jammin' Jimmy were ten feet back at the flag.

The Tony & Bob Show

By Jim Gianatsis

ST. PETERSBURG, FLA., FEBRUARY 22

"I couldn't believe it!" said Jimmy Weinert. "There I was busting my tail to work up to the front of the pack and get the lead, when I saw these four guys (Ellis, Staten, DiStefano and Semics) running side by side and bouncing off each other for first place. 'Damn,' I thought to myself, 'this isn't going to be easy.' "

And it wasn't. When Weinert caught up with the leaders a five-way battle over first place began, lasting 15-minutes till the end of the moto, with the five of them hardly ever more than 40 feet apart. When the battle ended, Suzuki's Tony DiStefano had won his third race in the 250cc class of the Florida Winter-AMA Series and taken the Series points lead away from Can-Am's Jimmy Ellis.

In the Open class, Yamaha's Bob "Hurricane" Hannah overcame crashes which allowed Steve Stackable to take his Suzuki to an easy first moto win, and came back to engage Steve in another moto-long battle of the day. It ended when Steve crashed on the last lap and Bob had a clear run to the checkered flag, giving him his fourth straight win in the Open class.

Before practice got underway, Tony DiStefano presented Jammin' Jimmy with a set of shark jaws to go along with his new nickname of "Jaws." For a moment - almost a complete second - Weinert was **speechless**.

250cc Professional

In what has become a weekly occurence, Don Kudalski pulled the hole shot on the first moto, only to get half way around the track. This time, rather than having his bike break, Don launched himself into a horrendous endo that put him out of contention for the remainder of the day.

What took place over the next 30 minutes had to be seen, as words could in no way relate what happened. First place became a five-way battle for the lead as Gary Semics tried to hold off the advances of Jimmy Ellis, Rex Staten, Tony D. and Jimmy Weinert. Position changes happened so many times it was impossible to keep track. Staten lost his lead when a lapped rider collided with his Harley and put Rex back in fifth. Ellis had the lead and fell. Tony D. had the lead until boggled in a turn by a slower rider. On the straights where there was room, they would be topped out and four abreast. It seemed impossible that five riders could be so evenly matched in skill, power and handling that after 30 minutes they would still be racing together. . .but they were.

The five-way battle for the lead went right down to the checkered flag as Semics gave the new works Kawasaki the win in its first race. Gary crossed the finish line a scant 10 feet ahead of DiStefano and Weinert as spectators went wild with excitement. Tony D. was awarded second place by hardly more than a foot over Jimmy. A little further back followed Staten, Ellis, Englund, Joyner and Kessler.

It seemed impossible that the second moto could upstage the first moto, but when Jammin' Jimmy grabbed the lead of the final race with Ellis, Staten, DiStefano and LaPorte hanging like ropes off his rear fender, well, everyone crowded right back up against the fence and started screaming again. For over 15 minutes they ran wheel to wheel again, sometimes no further apart than ten feet. Eventually, each contender for the lead began to drop back from exhaustion, with the exception of one. . .Tony DiStefano. Tony maintained the pace with which he had started the moto to take his Keith McCarty prepared RH 250 Suzuki to victory. It marked Tony's third race win in the Series and allowed him to take the Series points lead away from Jimmy Ellis.

Open Professional

This week's Open class race proved to be a repeat performance of last week's show at Gainesville. Yamaha's dynamic duo of Bob Hannah and Rick Burgett shared center stage with Suzuki's Steve Stackable in two moto-long battles. Excellent supporting roles were played by Gary Chaplin, Fran Summeux and Monte McCoy, along with New York riders Bobby Harris, Glen Robbins and Pat Moroney.

During the first moto, both Hannah and Burgett suffered crashes while racing side by side with Stackable that gave "Short Stack" a clear run to the checkered flag and his first moto win of the Series. "Lumberjack" Burgett's problem occured when Ricky raced Stackable up one of the big 20-foot man-made jumps at Sunshine and missed the down ramp on the other side, tumbling off the edge of the jump.

Burgett - "My brake pedal got bent under during the crash, and for the rest of the moto it was impossible to go fast."

Hannah -"I got my front forks caught in some guy's bike and he dragged me into the ground. I got back up in 25th place with my goggles so full of dirt that I couldn't see out of them. I threw them away and worked my way back up to 2nd behind Stackable at the end of the moto.

For the second moto, "Hurricane" Hannah had the 400cc Yamaha dialed to take the win, but Stackable had other ideas as they engaged in fender banging, handlebar locking battle that lasted the entire moto. . .right up to the very last lap.

Stackable- "Hannah's a good rider, but he's also bazerko and always trying to shut me off going into every turn."

Hannah -"Sure I get wild and cut Stackable off in the turns every chance I get. I don't go out of my way to let him by on the straights, either, but isn't that what racing is all about?"

Bill Buchka -"I want to give Bob all the credit for Today's win. The bike wasn't 100 per cent. It had an electrical miss that he had to compensate for in his riding." ●

Results

250cc PROFESSIONAL: 1. Tony DiStefano 2-1 (Suz). 2. Jimmy Weinert 3-3 (Kaw). 3. Jimmy Ellis 5-1 (C-A). 4. Gary Semics 1-6 (Kaw). 5. Rex Staten 4-5 (H-D). 6. Arlo Englund 6-9 (Kaw). 7. Mike Runyard 9-8 (C-A). 8. Jon Leak 10-11 (Yam). 9. Sam Dayton 12-10 (Bul). 10. Kent Howerton 19-7 (Hus). 11. Karl Taylor 13-13 (C-A). 12. Dennis Brand 15-14 (Hus). 13. John Gurga 14-15 (Oss). 14. John Joyner 7-23 (Hus). 15. Jim Turner 23-12 (Suz). 16. Tim Hart 17-18 (Kaw). 17. Scott Jordan 16-20 (Yam). 18. Albin Johnson 20-16 (Yam). 19. John Deemer 21-17 (Suz). 20. John Savitski 18-24 (Mai).

500 PROFESSIONAL: 1. Bob Hannah 2-1 (Yam). 2. Steve Stackable 1-3 (Suz). 3. Rick Burgett 4-1 (Yam). 4. Bob Harris 6-4 (CZ). 5. Monte McCoy 5-5 (Suz). 6. Gary Chaplin 3-8 (Suz). 7. Fran Summeux 8-6 (Suz). 8. Barry Higgins 9-7 (Mai). 9. Pat Moroney 10-9 (Hus). 10. Glenn Robbins 11-3 (Mai). 11. Mike McIntosh 15-12 (Suz). 12. Gordon Bowden 13-14 (Suz). 13. Dwayne Lyons 18-10 (Yam). 14. Bob Neeley 14-15 (Suz). 15. Joe Ferrini 12-20 (Yam). 16. Joey Gratton 7-27 (Mai). 17. Randall Tarter● 21-17 (Bul). 18. Fred Little 16-23 (Hus). 19. Bruce Kahlhammer 26-18 (CCM). 20. William Amaradio 19-25 (Hus).

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LANE CAMPBELL

Road racers at Willow got lots of starting practice with W/ERA's multi-heat race format. Starter from SCCA's Cal Club region scrambles clear as Open Cafe mob weaves off the line.

W/ERA tries 'speedway' road racing at Willow

By Lane Campbell

WILLOW SPRINGS, CAL. FEB. 28-29

In its bid to build a constituency among Southern California's reluctant road racers, W/ERA tried something different in its two-day program; lots of short heat races, run "wham-bam-thank-you-Ma'am" (sorry Larry) speedway-style. It was two sets of three lap heats plus a "hooligan" Saturday, and another two sets of heats, plus a set of five-lap points races and another hooligan-handicap Sunday. Nobody complained about not getting enough riding; and the riders seemed to thrive on the repeated quick starts.

Jim Haberlin, Dave Breetwor, and a crew from Jag's British Cycle Works brought a brace of Triumph triples (a 750 and a bored-out 1000) to gobble up the lion's share of trophies between them in the big-bore Production, Cafe and GP classes (a 1000cc Triumph is Open Production???).

The threat of a lone TZ750 in Open GP disappeared when its owner Mike Rohr, practicing on his 250, slid out in turn nine Saturday, breaking his hand and taking Jeff Steele with him. Jeff, who had just been telling people he'd not spent more than $80 on his clean little TA-125 last season, was understandably moody, though not at Rohr directly. "It could have happened to anybody," he said.

Dick Fuller brought out his Korb's-sponsored 250 mono and practiced, but didn't run Sunday, as the famous March winds of Willow showed up a day early and made things somewhat zooey on the track. (Turn nine sometimes vanished in a haze of dust.) Many of those who did run were removing their fairings, as the side winds were enough to almost rip the bubbles away in some spots.

One of these was Greg McKee on a TZ with his own jewel-perfect fibreglass bodywork who ran off from the 250 GP mob. The cliffhanger race was 500 GP, in which winner Al Collins and Jeff Gerken almost dead-heated at the finish of their points race. ●

D-37 TT at Elsinore

By Maureen Lee

ELSINORE, CAL., FEB. 29

The Riders M.C. threw a terrific scrambles on their home track, and new scrambles steward Jim Bearup was much in evidence, selling numbers, overseeing things in general.

Mike Tidwell (Yam) lived up to that number one plate by winning three straight in the 125 Junior-Expert. As usual, some of the heaviest racing of the day went on in that class. Wayne Rainey's engine seized in the first moto and he could only manage two fourths. Danny Perkins (Hon) led the second moto but Tidwell dove under him in the back section. Perkins then held off determined Steve Woskoski (Yam) who couldn't find an opening 'til the last half of the last lap. Rob Pfetzing was doing battle on his Y-Z motocrosser because his TT rig tied up the night before.

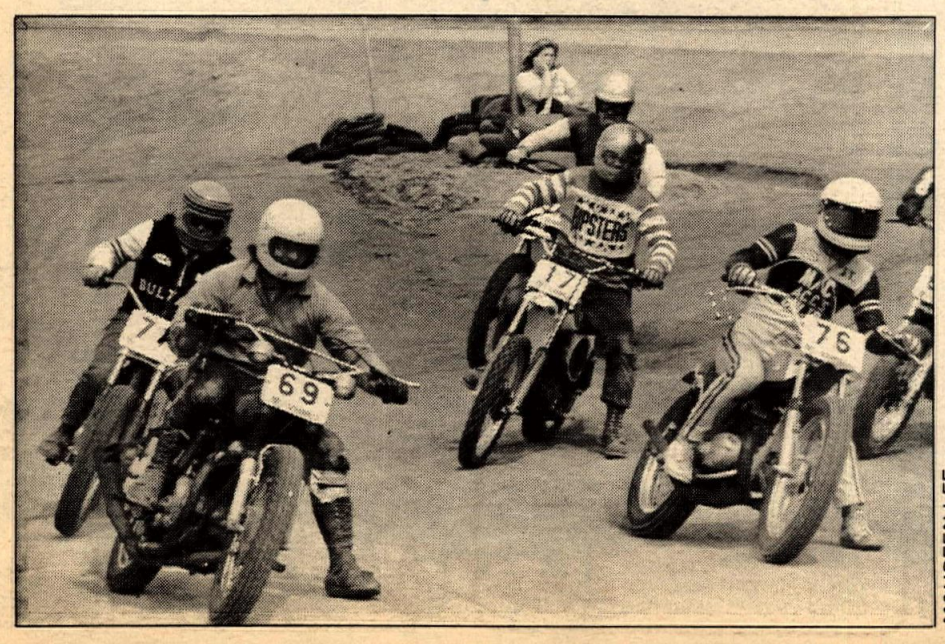
Three Novice classes got to run a progressive program, the 125, 250 and 500/Open. The advent of the Yammie 500TT is a shot in the arm to the big bike division. Open David Reinhardt (Yam) was another one plagued with seizure problems, which hurt since he was leading at the time. Stan Kemp (Hon) and Larry Hedstrom (Yam) transferred direct leaving the rest of them to fight it out through the semi. Finally Stan Kemp led the main from start to finish, followed by Wayne Melanson (Yam), while Carl Pfetzing (Yam), Russ English (Tri) and Mike McCauley managed to get together in the esses with no damage done (except to Carl's levis which became more daring than what is usually worn for racing)!

125 Novice Jim Wright has reason to remember the rubber band start, he got hung up in it; Jim Speigle (Yam) and Steve Griffith (Yam) each transferred direct. Jim Speigle won the main without too much trouble, although Steve Griffith was starting to catch up to second place man Jim Strain.

Steve Loomis (Yam) worked his way through the mob of 150 Novices to win his heat and the main from start to finish, but as the flag fell, Steve Colford (Bul) was right on his rear wheel.

Biggest bike in the Open Junior class was Ed Drechsler's Norton "street stock and geared" he told me. He was having the most fun keeping the big boomer right up there with the nimbler two strokes. Steve Tinsley (Bul) won the class with a third and two firsts, while Yamaha-mounted Jim Redding got

Ed Dreschler (69) wrangled his Norton to a fourth at Elsinore D-37 TT.



MAUREEN LEE

Marty Smith takes his FMF Honda to the limit at CMC Saddleback MX.

JOEL JAMIESON

second with a first and two second and Bill Ceruera (Bul) got a second, a fifth and a third, showing how much infighting went on. That Norton? Bless its Limey heart, it came in fourth. ●

Smith & Reid wrap up another CMC MX

By Joel Jamieson

ORANGE, CAL., FEB. 29

The saying "You beat the nicest people on a Honda" went right along with today's Pro racing as Factory Honda's unbeatable ace, Marty Smith, got his FMF built 125 and 250 on the pipe to totally out-gas some of the strongest racers ever assembled on the CMC circuit.

Marty was led only once in four motos of competition, and it was by none other than FMF's little gasser, Warren Reid, who did a boss job of snatching the holeshot away from Smith. As the pack crested the top of start hill, it was Marty and PK Products hotshoe Dave Taylor wheel to wheel for the inside line. As they made the turn and headed down, Warren dialed it on and went for the lead cutting off the pair for a one position advantage on the National Champ. Reid was showing a great amount of skill, keeping Smith at bay, lap after pressuring lap. Meanwhile, DG Performance mounted Gary Denton continued to prove that he's getting mighty serious by hanging on to a solid third without showing any signs of slowing off the pace. Fourth was held by one of those quick, radical T & M machines, this one under Chuck Bower. Two laps from the end Warren met his match as Smith slipped on by for the moto win. Denton and Bower followed Warren across the finish to end round one.

The second moto was all Marty's. The best Reid could do was hang on for another second. DG's Broc Glover hooked his Broc-mobile in for a top three finish after a disappointing first moto. Denton put together another fine finish (fourth) to grab third place money.

Smith had little challenge from anyone during the 250 Pro race, leaving Ron Turner's RM, Mike Bell's Husky and Jeff Jenning's Suzuki to fall in behind him. Jennings and Bell were having a semi-hot dice in the second moto for runner-up, till they both collided. The crash jabbed a hole in Bell's trans and prevented Jennings from threatening again. Turner took advantage of all this and pulled a second overall for Team Suzuki, and Marty's wallet got $280 thicker for his double victories.

Results in Results Section. ●

Climbers conquer fallen lady at DeAnza

By Ann A. Powell

SUNNYMEAD, CAL., FEB. 15

A week's worth of rain had made 'The Virgin', De Anza's big hill, fast, exciting and challenging. Doug Hall was the first man to crest the hill. He took his super Bultaco right across the line and walked off with first place in the 250 Modified Class and it wasn't until Kerry Peterson made his 400 stock run that another competitor marked an over. Only eight riders managed to make it across the top in the first round of climbs.

By the end of the competition, from the base of the hill, 25 of the 90 plus riders entered had managed to top the hill. Most were in the big bike classes, with only Hall and Peterson riding anything smaller than a 450cc mount.

In any climb not timed with clocks the starting log is moved upward on the hill as riders strive to eliminate each other from the competition. It was soon obvious that the first move up was going to thin the ranks very quickly. The number was cut in half when only 13 made it over from the first move up.

The second move up point had the competitors dropping right and left . . . also upside down, sideways and in circles. No one was going to reach the top; now it was merely a matter of who would reach the highest point on the hill.

There was no running start, no chance to settle down on the bike, or to plant your feet solidly on the pegs. It had become a major triumph just to get to the starting log.

Doug Hall, the smallest bike in contention, managed to reach the 87 foot mark, only about 30 feet above the starting log. Craig Mock, mounted on a modified 360 Yamaha, stopped at 65 feet. Kerry Peterson managed to post an impressive 105 foot mark in the 400

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BUZZ BATY

Val Tamietti is the current point leader in the chase for the CMC Number One plate at Irwindale.

modified class, but his Maico is half mountain goat anyway.

The big bikes weren't doing too well at all. Most were stopped well below the 100 foot mark and only Dick DeRosa, riding his 500 modified Yamaha in the 650 modified class managed to hit the 104 foot mark. One foot was the only difference between De Rosa and the top eliminator, Kerry Peterson.

The Virgin has really fallen and she has lost much of her power to intimidate the riders. Still, this hill cannot yet be termed easy. Victory will still be reserved for the very best of those who make the attempt. ●

AMC night MX

By Joel Jamieson

IRVINE, CAL., FEB. 18

Consistant Jeff Vidic, the new Premier Cyle Research rider, scored top money in the 125 Pros tonight.

While Miller Mano racer Marty Miller and Whittier Honda ace Rob Zamora were busy splitting the first two moto wins, Vidic was putting together second place finishes.

The final moto proved to be a real gasser. Zamora was assigned the task of holding off Vidic, and Jeff was pressuring the leader for the first time. The two were tied on points, so the outcome of this race had some dollars staked on it! Jeff refused to let Zamora pull away and with one lap to go Vidic nailed the throttle and marched on by for the overall win.

The brother/sister team of Dean and Dede Cates went home a winner. Dean aced the Mini Experts, while Dede outclassed all the guys for a first in the Mini Junior battle. Both were mounted on strong running Miller Mano built machines. Miller Mano brought out a display of their new "After-burner" pipes, and while they may look a bit out of the ordinary, they sure are easy on the ears.

Gregg Toyama and his FMF Honda are fast becoming an unbeatable combination in the 100 Pro class. Gregg zapped a strong field of sleeved down racers for the fifth week in a row. Toyama has yet to be beaten since the new one-mile track opened! ●

Lawson lays it on the line at Corona

By Elaine Jones

CORONA, CAL., FEB. 18

"Fast" Eddie Lawson, riding for Kawasaki of Pomona, is in a large way responsible for some heart stopping racing Wednesday evening on a track equal to the occasion. In the Open Expert Short Track, Eddie led off followed closely by Dan McWhorter, who was out getting ready for Daytona. Lawson never gave him a chance and he found the winning line. Third place Gary Pettis worked his way around Jack Langston to round out the field and it earned him a transfer to Amateur when he coupled it with a photo finish on the half-mile over Denny Aguirre.

The Open Expert Half Mile was the Pace Maker Special. The featured players were Eddie Lawson, Dave Lujan and Mike Tidwell. Some fantastic riding ensued with some near misses but when it was all over it was Lawson all the way with Dave second and Mike third.

Tidwell won four but the challengers are gaining in force and are really applying the pressure. Duane Gallagher, in the 125 Expert, went so far as to lead Mike on the half-mile and it took the last turn on the last lap for Mike to get his chance and pick up the win.

Joe Steffen was the fly in Mike's ointment in the 250 Expert classes with Amateur Mike Allen third on the short track. Mr. Allen had Amateurs to run with on the half-mile and got his win over Gordon Loar and Wade Marshall.

Mitch Zehner is following in his brother's footsteps and he picked up both the short track and half-mile 250 Novice wins. Mitch comes from behind for his victories, for what you might call doing it the hard way. Rob Selvy took a good fall in the semi but finished second on the short track and third on the half-mile, trading places with Chris Choisser.

Mike Paulson recovered from a good 'knock the wind out of you' crash, which gave Terry Singleton the win on the short track, to come back and run away from Paul Smith and Shawn Pettis on the half-mile.

The noise testing for the 750cc machines is scheduled for February 26 and the big boys should be able to start running March 3. ●

Results in Results Section

Mike Tidwell (38) and Eddie Lawson (64E), puttin' on the Pace Maker Special.

DAN MAHONY

Denton & Rubly play same game at Irwindale

By Tom Blattler

IRWINDALE, CAL., FEB. 20

A complete revamp of the Irwindale motocross course set the stage for some wild racing last Friday night, but again Denton and Rubly appeared in the winners' circle.

The 125 Pro class looked to be all David Taylor, who is again riding for P.K. Racing in La Puente, as the guy they call "Bones" captured the first two motos from Gary Denton.

In the final round, Taylor needed only a second to take home the top money. At the drop of the gate, Denton took the lead followed by Marty Miller, Rob Zamora, and Taylor. David easily went by Zamora but had his hands full when it came time to make the move on Miller, and for two laps they dogged each other. Finally, Taylor made a last ditch effort to pass as the two riders moved on to the back straightaway. However, as Taylor moved to the inside of Miller, David slid out and saw all of the chances for the overall go away. Denton took the easy win and overall, Taylor was second and Zamora, on a Whittier Honda, third.

Taylor came back to defeat Bill Rubly and Bill Chapin in the "King of the Hill", a race that had to be run twice. The first time around, Rubly centerpunched Denton and all four riders went down. The race was re-run and again Taylor ran away for the victory.

Rubly again made a shambles of the 250 and 500 Pro divisions with overall victories in both for the second straight week. It was Rubly's fourth consecutive 500 Pro win at Irwindale, and the Flying Machine Factory looks almost unbeatable. Dan Barnes rode his Maico to second, with Bob Elliott (Mai) finishing third. In the 250 Pro category, current CMC point leader Val Tamietti (Mai) was Rubly's victim with second overall and Chapin third. ●

Tripes tromps at Canyon Rcwy.

By Larry Owen

PHOENIX, AZ., FEB. 15

Anticipation was high as the first Open Expert moto was ready to leave the line and Marty Tripes (Bul) lived up to his professional reputation with a smooth, flawless ride as spectators lined the track to watch him.

Robert Brawner (Kaw) led the Experts out of the gate but by the end of the first lap Tripes (Bul) took over. Bob Blose (Hus) and Robert Brawner (Kaw) were fighting over second, Blose pulled away and Brawner broke.

Tripes got a bad second moto start but worked his way through the pack to dice with Blose who had taken over first from Brawner. Tripes passed Blose after he got stuck in a hole, and was doing cross-ups while Andy Frola (Bul) smoothly worked his way through the pack into third. Tripes easily and smoothly took the overall, Blose finished second, Frola took third.

The exciting 250 Expert race included 27 riders and lots of close riding. Carlos Serrano (Suz) grabbed the holeshot and Doug Raines (Kaw) eventually took over second. Raines was setting his sights on Serrano when he fell, but he recovered and passed Roger Jones (C-A) who had suddenly found himself in second. Serrano, Raines and Jones were first, second and third.

In the second moto, Doug Raines led all the way as Serrano tried to keep him in sight. T.J. Warren (Mon) and Dave

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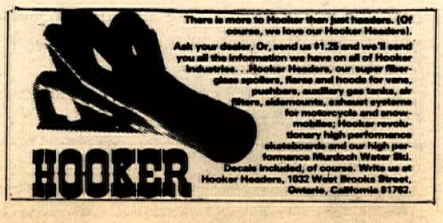

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Crawford (Suz), who both fell in the first moto, were showing what they were worth with Warren in third and Crawford in sixth. Roger Jones, who fell on the first lap of the second moto banzaid his way through the pack to an eventual sixth place and third overall. Raines took the win and the overall with Serrano in second for second overall. ●

Results in Results Section.

D-38 MX at Carlsbad

By Dirt Bike Promotions

CARLSBAD, CAL., FEB. 15

Warm skies and the whole Grand Prix track greeted AMA riders to Carlsbad. The Open Expert class took off with Rob Norgaard (CZ), back to serious racing after a while off the local tracks, winning moto one, followed hot and heavy by Bob Krah from Idaho Falls, Idaho. The second moto looked like it might be a re-run but on lap five Krah and Norgaard began switching the lead until the last lap flag when Krah settled down to business and took the lead. Norgaard was second and Tom Amelina (CZ) took third. First amateur and fourth overall went to Alan Hunter.

The 250 Expert Class had a green bike ridden by Dave Morris taking home first overall after leader Jim Martin lost a chain in moto two. Martin came back strong to hold a second. Gary Cox on a Yamaha rode two steady motos for third.

Corki Moore, back racing after a two month absence from a broken wrist at the Anaheim MX Finals, showed the Experts how to go by taking a first overall in his first AMA race at Carlsbad. Giving Moore some trouble for a few laps was Steve Carlson on a very fast Honda. Jerald Steward took a way back third. ●

Results in Results Section.

Ogdens' Electro Series wrap up

By Danny Raymond

ESCAPE COUNTRY, CAL., FEB. 15

Suzuki's Gary Ogden tied up the Electro Series final point standing while Chuck Lande (Mai) took the overall today assuring him second in the series just ahead of John Hrynkiewicz (Mai).

At the start of the first moto, Dave Foltz (Suz), Gary Ogden, and Chuck Lunde, were all side-by-side through the first turn. Foltz slipped into a small lead for a couple laps until Ogden passed him. Chuck Lunde was pushing on Foltz's rear wheel but time kept Chuck in third, Hrynkiewicz rode into fourth.

On the second go, Hrynkiewicz pulled the pack into the first turn, Lunde and Foltz were looking for the faster line. Within one lap Lunde was way out in front never to be pressured again. Hrynkiewicz held onto second just ahead of Foltz. Meanwhile Ogden was just cruising along, in near last, since all he had to do was simply finish this moto.

In the final moto, Foltz pulled off another holeshot, but Lunde quickly motored his new AW 440 around for the lead. Ogden sat this moto out and just dreamed about the $1000 waiting to go home with him. Hrynkiewicz had all kinds of troubles with his Maico during the series; first electrical problems and today, even though he had just picked up bike up from the Cooper Motor Co., he blew out half his gears. Dave Foltz and John Gilbertson finished four-five. ●

Results

FINAL POINT STANDINGS: 1. Gary Ogden (Suz) 260. 2. Chuck Lunde (Mai) 246, 3. John Hrynkiewicz (Mai) 215. 4. Dave Foltz (Suz) 198. 5. John Gilbertson (Suz) 176.

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DANNY RAYMOND

Electro Helmet Series winner Gary Ogden. Electro paid him $1000 to kick the Escape Country track to pieces.

AME night MX

By Ted Titmas

VALENICA, CAL., FEB. 20
AME kicked off it's first night race of the season with a $700 purse attracting pros from all over Southern California.

The first race of interest was the 125 Pro in which Jim Hale (Hon), AME number one point holder, took an overall first. The probable threat of Mark Gambetta (Hon) never materialized, due to his bike coming down with a broken rod.

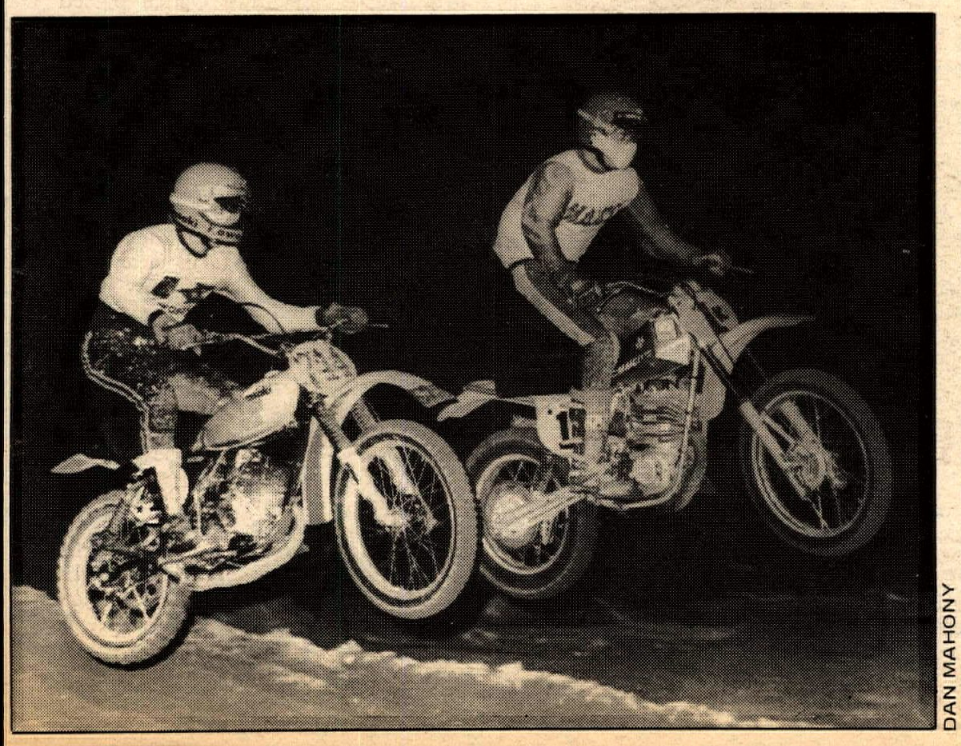
250 Pro Jeff Vidic (Mai) edged out Donny Hansen (Mai) and Will Harper (Mai) in the first moto. At the start of the second moto, as the pack crowded into the first corner, an accident caused the elimination of Donny Hansen (Mai) and also injured Kenny Zahrt (Oss).

At the re-start Vidic once again had the holeshot followed by Harper. After some forceful riding he managed to pass Vidic and win the second moto, but Vidic took the overall class win. Zahrt moved up through the pack and took a second for third overall in spite of his injury and a dead last start.

The 250 Intermediate held special interest for some spectators at Indian Dunes, particularly the mother of Rich Titus (Suz), who rode this chilly February eve with a fever of 102 degrees. Titus won the first race, but in the second moto he fell, losing his lead to Mike Boyd (Suz). Titus finished second overall.

Riding in the 500 Open Pro class for the first time, Will Harper, on a new Cole Bros. Maico, showed his riding ability to be equally as strong in this class as it is in the 250. Harper won both motos and Jon Miller (Bul) did some fine riding in this race, finishing third. ●

AME premiered its night MX season at Indian Dunes with a $700 Pro purse.



DAN MAHONY

Palfreyman/ Gardner Bag Sidehack Series Win

By Steve Torpey

TRABUCO CANYON, CAL., FEB. 22
Eleven sidehacks showed up for the second race of their ten race Pro MX series. The racing was close in both motos as the track, while ok for solo bikes, was just too narrow for the sidecars to pass in the turns. This tended to bunch the field up with the predictable straightaway drag race gettin a little hairy as the hacks braked for the turns.

The lightweights, (mostly homebuilt sidecars with 250-400cc solo bikes used as the basic unit) were represented by four teams. The Yam 360 of Holland/Harris turned in especially good rides in each moto to place first overall in their class.

In the first moto the Sanner brothers Honda 750 jumped into the lead but half-way through the race, a mistake allowed the Husky 504 of Haller/Swensen to take over. However, with three laps remaining, Haller's motor seemed to go away, allowing the Triumph 750 of Crandall/Swart to forge into the lead for the win.

In the second moto, Bart Crandal and Ron Swart gunned their Triumph Wasp into the lead for what appeared to be the overall win, only to run into trouble on the last lap and finish fourth. Palfreyman/Gardner rode a steady race to bag the moto win and the overall. Holland and Harris kept the crowd jazzed by screaming their Yamaha to a WFO second place finish and a first overall in the lightweight class.

The series moves to Valley Cycle Park on March 7. ●

Results in Results Section

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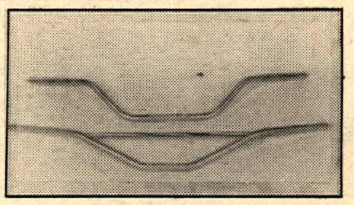

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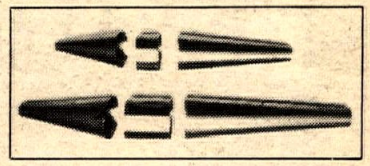

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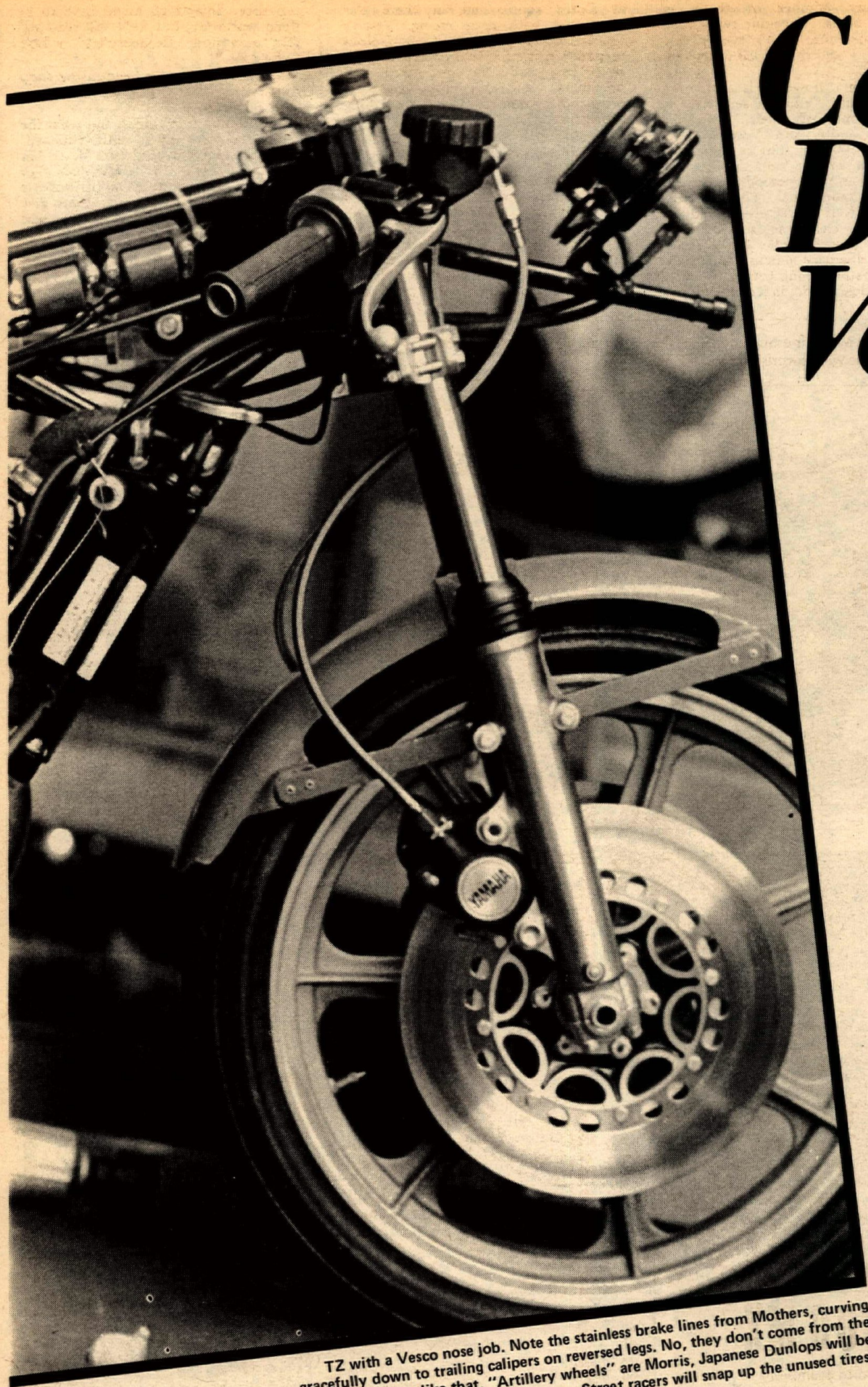
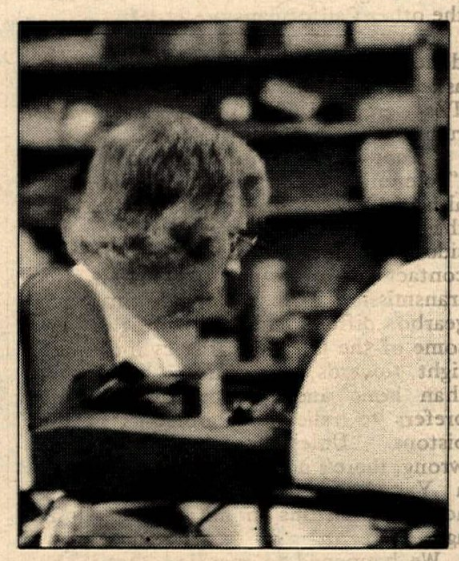


TZ with a Vesco nose job. Note the stainless brake lines from Mothers, curving gracefully down to trailing calipers on reversed legs. No, they don't come from the factory like that. "Artillery wheels" are Morris, Japanese Dunlops will be exchanged for Goodyears at Daytona. Street racers will snap up the unused tires.



Don Vesco in a rare pose—standing still enough to be photographed in the shop's half-light.

By Lane Campbell

These days, Don Vesco is not hard to find (he's usually in his shop from opening to about 3 a.m.); but being a man in the last stages of preparing five Daytona bikes simultaneously, plus taking care of normal customer business, he is a hard man to catch standing still (hence the one fuzzy photo). With such illustrious "clients" as multi-champion Phil Read and defending Daytona 200 winner Gene Romero, in addition to SoCal Experts Pat Evans (who part-times it in Don's race shop), Murray Hoffman and Kevin Stafford; this year has to mark one of Don's most ambitious efforts.

For one thing, five racers just about fill up Vesco's race shop, which is jammed into the rear of Don Vesco Yamaha in El Cajon. The day I visited him, two of the Daytona bikes (Pat's and Kevin's) were out getting pipes fitted. Yet with Read's monoshocker on one stand, Romero's TZ on another stand, a TZ250 for Canadian Jim Gill on a third stand, and Murray Hoffmans's part-finished Daytona bike joining a "box stocker" for German sportsman Gerhardt Huerkerott on the floor — it was "up against the wall" to get around the shop.

The final rush is on, and for the first time he's farming out the exhaust pipe construction on the five TZs to Rob Martin's Specialties in Spring Valley. Tucking one pipe through the frame behind the engine so the clearance area below can hold three large-volume chambers instead of four small ones is no simple task. Martin does pretty work, which holds up at least long enough for Step Two, as shop machinist Bob Hartley puts it — "Remove pipe, beat on severely with hammer". At the time of the visit, the pipes on each racer were receiving a series of knocks and dings to clear various parts of the chassis and engine (like the uncovered ignition lower unit, where clearance on the No. One pipe — the crossover one — is super-critical). It's got to be close like that, because people like Romero and Read are bound to drag anything that sticks out.

The pipes themselves are built to Don's specs and equipped with Skyway silencers double-walled onto the rear baffle cone of the chamber in such a way that they're not only quiet (107 db) but well-supported. Pipe mounts are a surprisingly stock item — Yamaha 360/400 MX isolation mounts, which Don uses in heavy profusion. A big preparation job like this one tends to clean out the customer-shop's parts stock temporarily.

With his hands still busy, Don continues to explain in his soft, easygoing manner the many things it takes to make an out-of-the box TZ truly race-ready. Very little had to do with horsepower (which Don would be keeping under his hat, anyway); rather with rideability and reliability.

"We have to cut in the quick fills on the tanks, shim the gearboxes so they'll shift better, match the cases and port them. The engine mounts are relieved here in back for no other reason than that it makes it easier to drop the engine out . . . nylon ties on the coils keep 'em from falling off, big ground wires from the coils really help . . . you just study the differences between Romero's bike and that one out of the box; you'll see a few of the things we have to do."

For anyone not intimate with the TZ 750, it takes several looks before the full extent of Vesco's preparation begins to dawn. The four throttle cables get safety-wired at the carb tops for obvious reasons. Dzus-fastener receptacles that adjust in or out to suit the rider replace the stock fairing side mounts, then nylon ties are added at both sides. "Those mounts tend to break near the frame, and a dragging fairing can get you black-flagged." A squeeze of semi-cured RTV silicone rubber between

fender and mount makes an excellent vibration absorber to prevent cracks. Sprocket bolts are replaced with longer ones; radiator overflows and catch bottles are fitted, lever return springs are added, fork legs get reversed so the calipers trail instead of lead, the kill button gets relocated from its stock mount so a rider can hit it without stretching, and stainless steel brake lines replace the stock units front and rear.

Those stainless lines don't make you go any faster, but they are bullet-proof, they last race after race, and they don't swell under pressure. Lately he's been getting them at "Mother's", a chopper shop in Santa Ana which turned out to have the odd sizes he needed when his regular supplier didn't.

Routing the non-standard exhaust and relocating controls per rider preference means lots of cutting and welding on the frames, removing and adding mounts. Read and Romero prefer right-shift, while Hoffman and the other Californians prefer left.

Noting that none of these things are done (or expected) from the factory, I asked Don just how "production" the TZs were, and how the tolerances were running.

"They're very production", he said. "Tolerances are generally not too bad, although we've had a couple that had the cranks a full thousandth off on one side, and one had about ten percent contact on one gear pair in the transmission. We have to shim each gearbox different to get them right." On some of the late ones, the cylinders are tight towards the bottom, but rather than hone and rechrome them, Don prefers to relieve the bottoms of the pistons. "Unless you do something wrong, there's never any reason to break a Yamaha piston". He quit trying accessory pistons in his Yamahas long ago.

We happened to mention that if the TZs were so standardized in production now, Yamaha could conceivably detune them, wire them for the street, and produce any number of them as production bikes. A genuine twinkle of mischief came into Don's eyes. "Yes, they could – and they'd sell every last one, too."

Read's mono, however, is a bit of a different animal. Yamaha sent over a copy of one of their European monoshock units, and Vesco's shop modified a 400 MX unit to match it. The bottom of the tank had to be recontoured and the petcock relocated to clear the monoshock. The No. One pipe's outer wall is severely bashed on one side to clear the shock's rear movement. Romero's bike has a Vesco swing arm, standard shocks. Hoffman's still had the stock swing arm.

You can learn more in a couple hours at Don's shop than anywhere else connected with road racing. Vesco's "speed secrets" boil down to meticulous preparation, a few tricks he keeps up his sleeve, but mostly that concentration on rideability, and reliability, and the provision for quick service if something does go wrong.

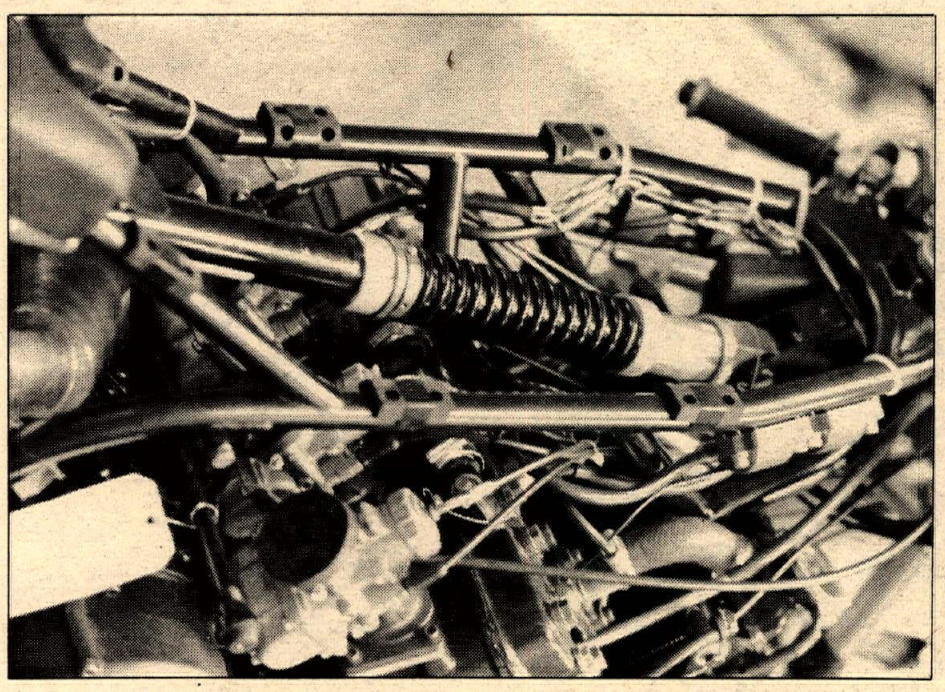
In this half day Don had been calm, quiet, friendly, totally unrattled. But he'd never stopped moving. He'd popped out to get a haircut, returned to give a threadbare local racer a wasted chrome-bore TZ250 cyclinder and advise him how to sleeve it so it can be re-used. "It's no good to me – you might as well have it . . ."

Pat Evans said of his boss, "If there's anything wrong with Don, it's that he's too nice. Something might have to be done yesterday, but he'll still stop and talk to anybody. He doesn't know how to be rude."

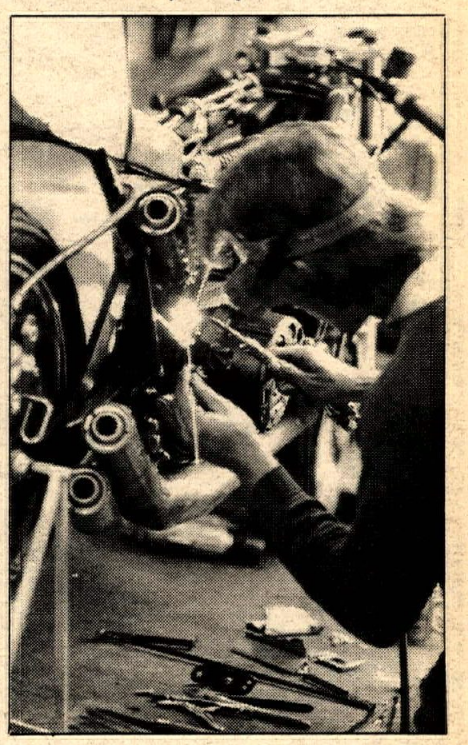
Someone pokes his head in the shop and hollers, "Hey Don, when will the bikes be ready?"

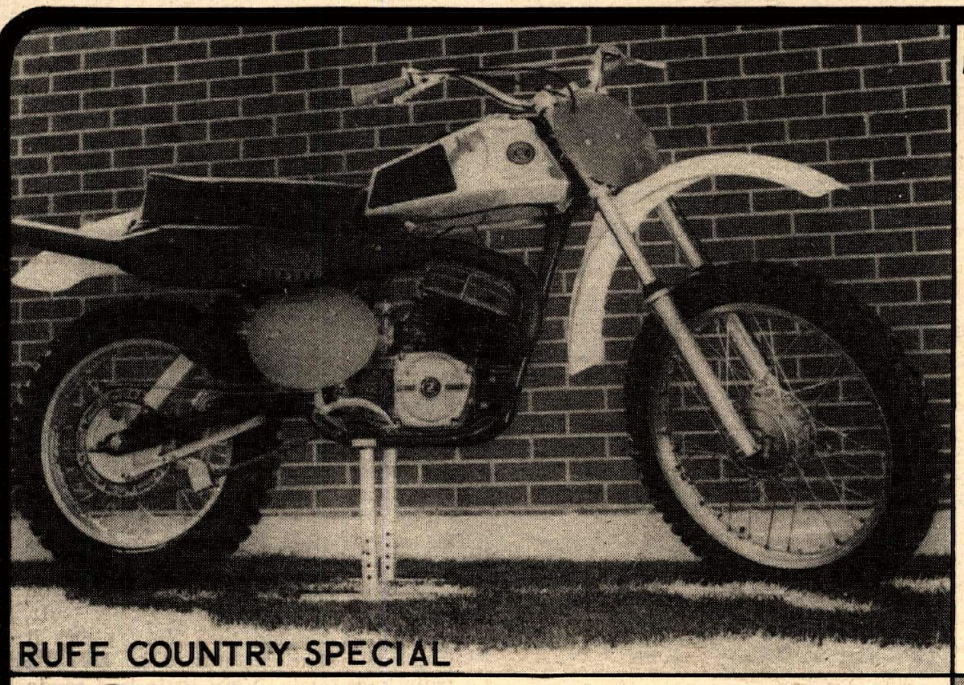
"Oh, about next Friday, but what the heck, the race isn't until Sunday." Don't let him kid you. Don Vesco has repeatedly said of Daytona '76: "Roberts is the one", but if Roberts doesn't win, what odds would you give that somebody on a Vesco-prepared TZ750 will take his place? ●

The modified MX monoshock on Read's mount nestles into the wide TZ frame with surprising ease.



Bob Hartley brazes on another pipe hanger. Welded-on Skyway silencers on Rob Martin pipes are clean, sano, low restriction, and quiet.





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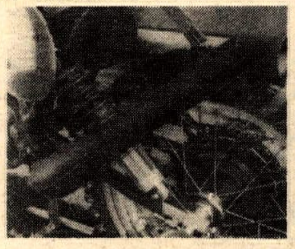

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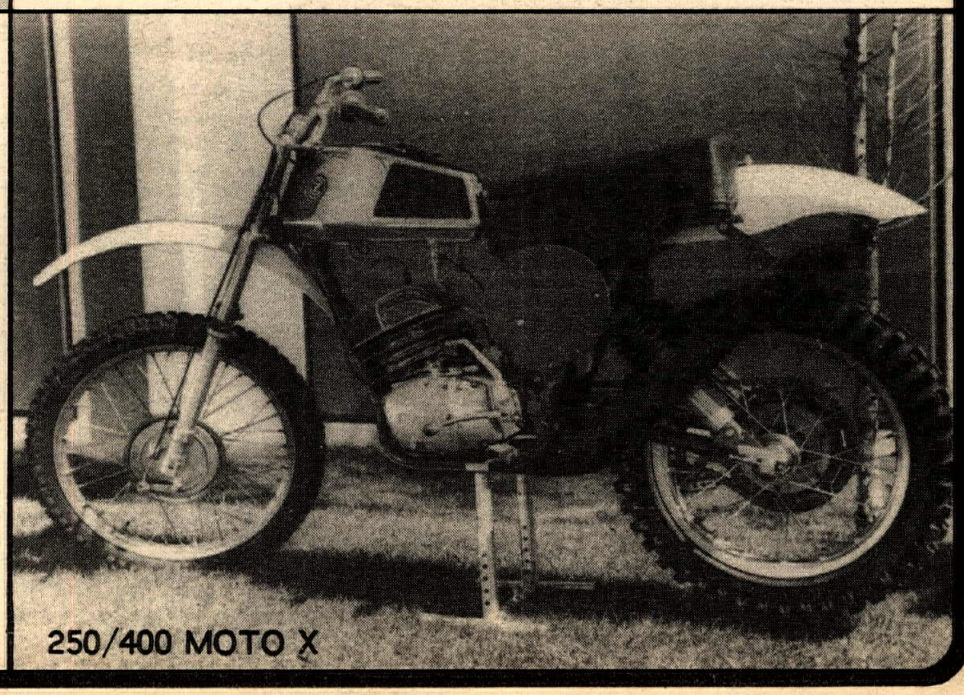

250/400 MOTO X

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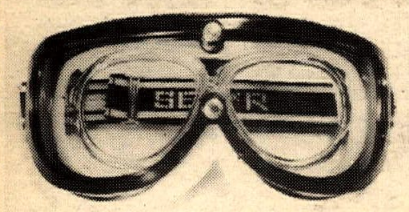

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Unstoppable Roeseler: Bustin' the D-37 brush again

By Linda Hecker

LUCERNE VALLEY, CAL. FEB. 29

The Brush Busters couldn't have found a dustier place to hold a race than the area they used for this event. Part of the bomb run was laid out across a dusty dry lake with ditches zig-zagging throughout. Ribbon was used to danger mark the ditches but because of the dust you couldn't see the ribbon until you were right on top of it. This caused a pile-up in the Novice start, sending one rider to the hospital and injuring others. Although the riders knew the approximate location of the ditches, it was easy to lose your bearings in the thick dust. The Brush Busters must have used up most of their ribbon on the ditches because very little was found on the course.

After the Amateur/Experts started, the Novice riders had a 25 minute delay. Three sidehacks started with the Novice riders. Robert Ellion and John Sherman won the sidehack class. One of their competitors was later spotted on the course with the front end broken off.

Novice trail bike riders Kenny Dodd and Kevin Hopkins ran a close race for first and second with Jeff Hammer following in to pick up third.

In the Novice 175 class, A. Griffin beat Keith Cunningham out for the win. Robin Dusse and C. Denton had quite a

Dimond T 150 winner, Bill Thornburg, with sponsor from Desert Kawasaki in El Centro.

JAMES BRAMMER

battle going for fourth and fifth, but Robin won out at the finish.

Novice Dick Burley took another first in the Senior Division. Dick seems to be making quite a habit of winning lately. Bill Osen and Allen Johnson came in for second and third overall Senior honors.

The Amateur/Experts were spread out more than the Novice riders. Larry Roeseler again won the Division I class. Richard Savarese was second and Mark Zoller third. Mike Matlock was running three places behind Mark to finish 20th overall and first 175.

Top riders in the 175 Amateur class were Chuck Green, Steve Chambers and Jim Harper, in that order. All three ran a close race with each other.

It was quite some time before the trail bikes started coming through the finish. Jeff Bennington was first Amateur, second place was earned by Steve Webb.

The finish was confusing for both rider and spectator. Some of the Amateur/Experts were flagged out onto the course again, instead of on to the finish. By the time they could get turned around and back to the finish line, other riders had been counted and had their tank cards removed.

Results pending. ●

Dimond 'T' 150 to Thornberg as Rolf's Husky says "no"

By James Brammer

PLASTER CITY, CAL., FEB. 15

On the third lap of the Dimond T 150 desert race, Rolf Tiblin tried to pass winner Bill Thornberg (360 WR Hus) but "the bike says no" and seized. Billy said, "that was my fastest lap and I knew I was winning from then on, for I could see the leader." He had started the race in row nineteen, Tiblin was from row 23. The starting order was one minute between rows of six or eight riders.

The pack leaders on the first of five 30 miles loops were Rick Finger, racing with Arnie Gruner, then Rice Secor, Boyd Taylor, and Lynn Brown with Mark Braudaway (125 Yam) 10th and Harley rider Mike Hensel in 13th.

Taylor (RM-250 Suz) lost seven minutes in the pits for a brake repair, but at 60 miles out he was in third with Finger and Gruner still leading. Mike Hensel moved up to fourth and Braudaway was fifth.

Finger (Hus) broke a rod on the third lap, Riblin seized, and Gruner (Hus) then led, though in elasped time, it was Thornburg's fastest.

Fourth lap, Taylor was leading with Hensel (H-D 250) and Braudaway next. Gruner ran out of gas, but found a bottle to borrow some more and was back in the race in fifth.

Unofficial: At the finish, Boyd Taylor was the first man in, but Thornburg arrived with an elasped time of four hours, 36 minutes and 7 seconds to clearly win. Taylor was later disqualified for missing the third check on the first lap. A lot of riders missed the same check, but most of them returned to it before continuing the race. Following at the finish was Mark Braudaway, winning the 125 Expert class and then Mike Hensel taking the 250 Expert class. Fifth man to arrive was Dennis Stevens, followed by Arnie Gruner, and then the 125 Junior class winner, Dale Dreutzer, Jr. on a Honda. Braudaway's time was 4:48.10 and Hensel's was 4:51.15.

Last place finisher was Botlo Gruner, Arnie's dad, who refused to ride the old timers class. He's only 55.

John Moreno lost his left shock in the second lap, but finished the race with the wheel leaning, tire tread worn off and rubbing the fender, and the swinging arm broken.

Official results are pending. ●

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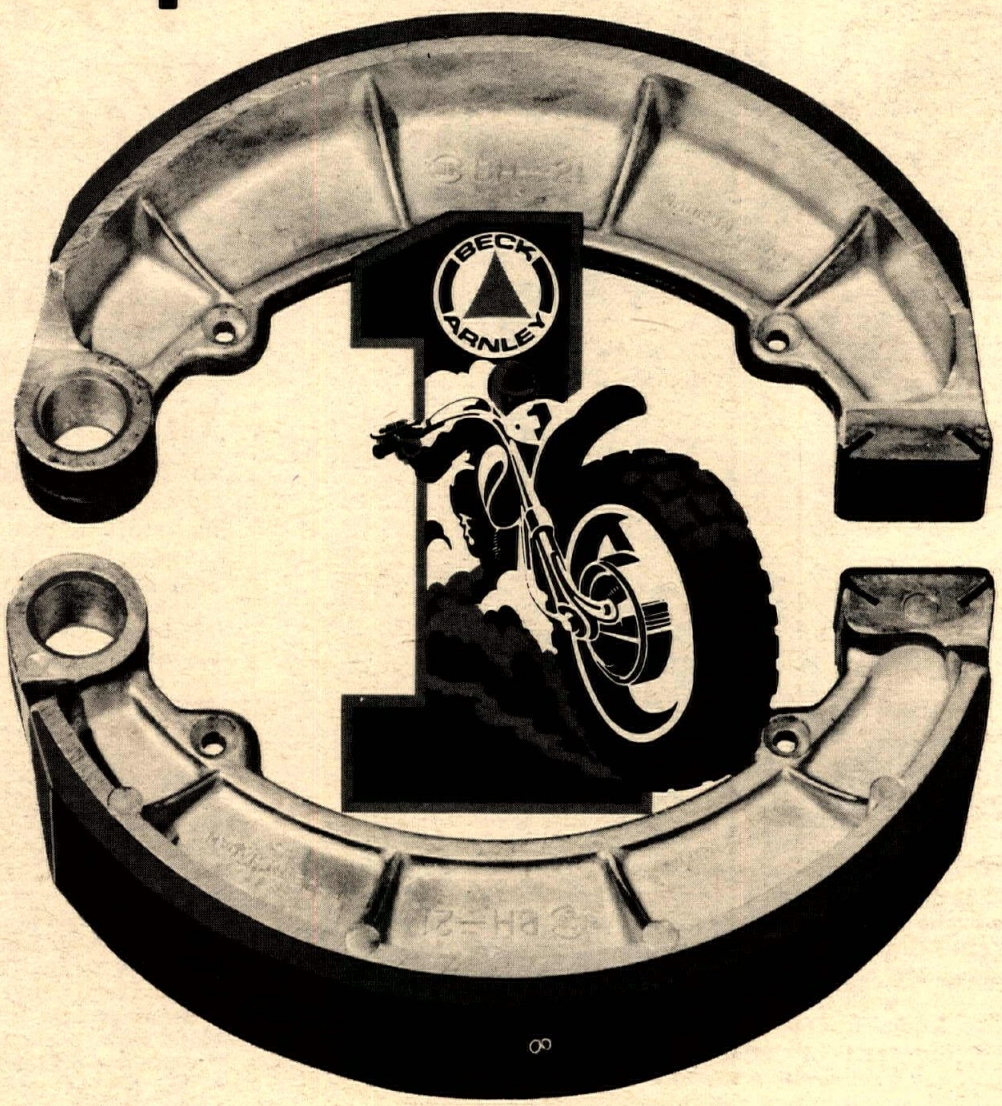

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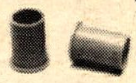

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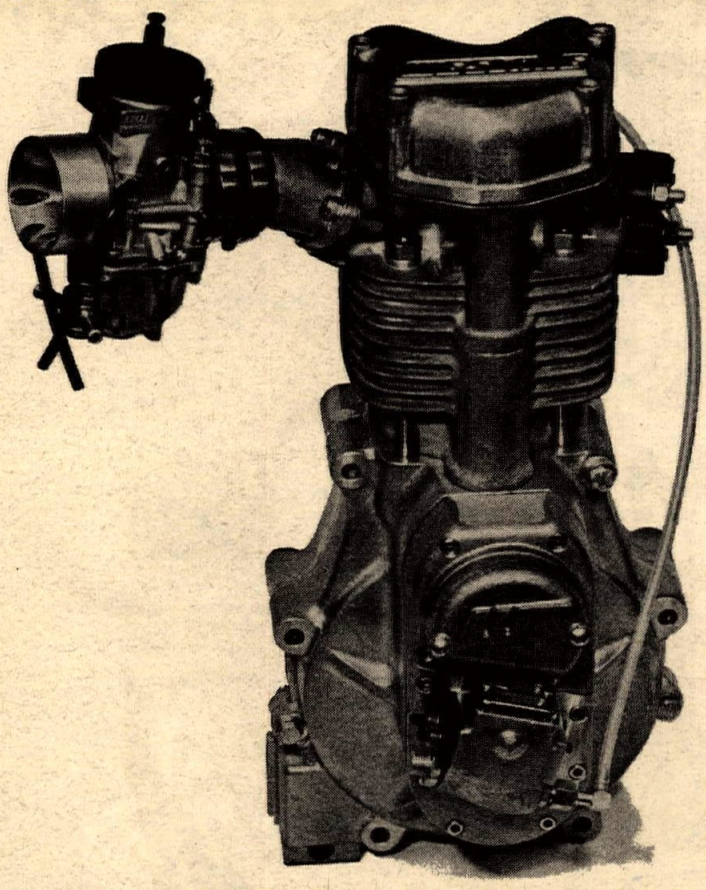

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Political lifeline

'75 a bad year for Wash State riders

So says the Northwest Motorcycle Association's Trail Division in a recent release addressed to trail riders, desert riders (yes, they've

got desert in Washington), enduro riders, and fire-roaders. Here's the bad stuff that's come down so far:

– House Bill 177 took away $1½ million a year from the trail fund.

– The Dept. of Ecology adopted WAC 173-60 on April 22 making it illegal to operate your motorcycle in or around any camp, park, or camping facility. This was done by limiting the legal sound level at these locations to 55 dBA, one-fifth as loud as it is in a new Cadillac at 60 mph.

– Rules and regulations were adopted under the Forest Practices Act which have been interpreted as precluding the use of any trail with a wheel rut over one inch deep.

– Congressional hearings were held on a proposal which would close the entire area from Stevens Pass to Mt. Rainier to off-road vehicle use.

– Hearings were held on a proposal to close large portions of the Olympic Peninsula to off-road vehicle use.

The NWMA insists much of this has happened by default, with bikers, as ever, too loosely organized to represent themselves. The association formed its Trail Division last July to build a focal point for dirt riders in the state. They've distributed their information kits to motorcycle dealers and parts houses to try to reach you, the individual riders. (Might not hurt to see how many dealers wastecanned the material).

Still, they need to hear from you direct, so they can say "We speak for 'X' thousand hard-core dirt riders," and mean it. Having your address will also give them a direct line to you in times of crisis. Contact them for a membership application at:

NWMA, Trail Div.
351 Crystal Creek Circle
Issaquah, WA 98027

When you apply, try to find out which state legislative district you live in. It'll help.

1776 - 1976
CYCLE POWER
COMPETITION MOTORCYCLIST'S
LEGAL DEFENSE FUND

Decal power

The "Cycle Power" decal pictured here has a two-fold purpose, according to the Competition Motorcyclists Legal Defense Fund: 1) to identify motorcyclists and their supporters, and 2) to raise money for the Fund, which merges the interests of AMA Districts 37-38 and the Desert Racing Association (DRA).

Note the key phrase "motorcyclists and their supporters." Several businesses, such as the Outpost Cafe, have been warm and open in their support of desert bikers. The decals (three for a $5 donation, tax deductible) give bike shops, accessory houses, and desert-area businesses a chance to display their support of some of their best customers. Some of you dealers might even want to buy several packets to hand out to your top riders.

To get yours, mail your donation with a SASE to Dick Breker (AMA), 1762 Camrose St., Anaheim, CA 92802 or Ron Burpo (DRA), P.O. Box 2605, California City, CA 93505.

Here's another thought: Displaying one of these makes for less bad feeling and anti-bike backlash than the typical "Down with the Sierra Club" type stickie. It's both good sense and good politics.

Down to the wire on Red Mtn./El Paso

The inputs are all in the hopper, as of January 15. It's now a matter of waiting for the BLM bureaucratic pasta-grinder to grind us out a land use plan for the El Paso/Red Mtn. areas in the California desert. Or is it?

Scores of concerned, hard-working people submitted their responses to the BLM's draft plan – good stuff, not just opinion. Some, like UEA's Larry Langley, D-37 enduroer Jerry Counts, and others, spent weekends in the desert mapping specific trails for inclusion in the "designated trails" areas of the plan. Realize that what they were doing is unpaid volunteer effort, compared to the full-time staffers who are unabashedly grinding their pet axes in the fields of biology, archeology, minerology and soil conservation. What are these volunteers getting for their efforts?

An indication of the way things are going came during a joint meeting of the National Outdoor Coalition board and the BLM planning staff. Asked the specific question, "How many miles of trails have been designated for motorcycle use?," the planners answered, "None."

"Could you repeat that?" asked NOC's Cathy Hayes (or words to that effect). "None." At which time, BLM's Neil Pfulb was said to have remarked flippantly, "Well, they can ride the roads . . . "

Are we beating our heads against a wall? At present, the Riverside and Bakersfield District Advisory Boards are scheduled to meet (see "Happenings") to develop their recommendations on the plan, which will in turn be hashed over by the state board. These public meetings will possibly be our last chance to observe the decision-makers at work, and to make our opinions known to them, before the El Paso/Red Mtn. plan goes to final draft. If bikers are being given the shaft after walking the second mile with the bureaucrats, we'll soon know it.

Insert needle and twist

An inside source (not a biker, by the way) related to CN that BLM's state director Ed Hastey, when he read the following passage of NOC's El Paso/Red Mtn. response, threw a genuine temper tantrum all over the office:

"AUTHORITY: We find a pervading tendency . . . to overlook the dictate to the Bureau to formulate management plans based on the principles of multiple use [43 CFR 1415(b)]. In addition, a number of the specific proposals seem

to be based on enforcement authority which the Bureau will not possess until and unless the "Organic Act" is passed by Congress. At this time, passage of such legislation is by no means assured. The Bureau is exceeding its authority by basing management plans on anticipated legislation."

Must have touched a nerve, huh? Well, read it again, Ed, because Cycle News, most of its readers, and the incumbent President of the United States all seem to be agreed that bureaucracy in this country has exceeded its limits. You readers might want to Xerox a copy of this and send it to State Director, BLM, 2800 Cottage Wy., Sacramento, CA 95825.

Arizona alert

THE BLM WANTS YOU

By Philip C. Briggs

Nationwide, the Bureau of Land Management (BLM), is restructuring its public advisory boards. The change, mandated by Federal Law reflects the changing face of the public land user.

The old boards, created in 1934 by the Taylor Grazing Act were called Livestock Boards or Grazing Boards, and with the execption of an occasional wildlife representative, were comprised entirely of cattlemen and sheepmen.

A profusion of advisory boards since then at every level of federal government led to the passage of the Federal Advisory Committee Act in 1970 which terminated every board, to lay the ground work for a wholesale revamping of the concept of public participation in government decision making. New boards were created that better mirrored the land user – all land users. With the adoption of the Federal Regulations relating to Advisory Boards the change was complete. The BLM boards, at all levels, are now Multiple Use Advisory Boards reflecting the fact that the public lands under their management now provide energy, timber, mineral, wildlife, and recreation resources – as well as livestock grazing.

Each local District has been provided the opportunity to design its own board – each with a separate charter designed to provide the district with public input on the major local issues and problems. It is at this level that the individual biker can participate. Most Districts in the west have by now written their first charters, and appointed their initial board members – with little fanfare. local board has an ORV or ORV-oriented recreation representative. If it doesn't, and there is an ORV *problem* (you'll know if there is – everyone talks about it) in your area you're a user without representation – and that's against the law! If you should be represented, find out who the persons are and their qualifications. Maybe they are recreationists, generally, but it's likely that as a biker you're still not well represented – if at all. And that's politics!

The board's charter, and thus it's composition, are up for change bi-annually when the charters routinely expire. Board Members are appointed for one year terms, and if they are ineffective or are not representative of their interest group, can easily be replaced. If you ask. If you feel that your interest/issue/discipline should be represented, and you can prove it, discuss the problem with the District Manager. Be nice, but be firm – the law is on your side. If your representative isn't – meet with him/her/them to try to square them away. Maybe they need the support of their constituents – you – maybe they're ringers. If they're hopeless, go to the District Manager, and ask for a new appointment; find qualified persons, nominated them, and support them – they'll need it.

Here in Arizona the boards for all districts have all met for the first time. The Phoenix Board met early in January, with advance notice, but it was hard to find. The board is composed of 10 members, representing: Livestock (2); Outdoor Recreation (2); Mining; Wildlife; Local Government; Energy; Land Use Planning; and Wild Horses. The major issues in the district are grazing, desert visitors, game ranges, energy, and wild horses. One of the recreation representatives is a lapidarist, rockhound – and 4-wheeler. The district does not consider ORV's a major issue at this time, particularly when compared to their other problems. Their actions support this, by the way.

ORV's are an issue for future consideration, and the district intends to add emphasis in this area in later board charters/representatives. In any case, they don't feel that they can do much in this area until the BLM's new (to replace those set aside in the National Wildlife Federation/BLM court case) ORV regulations are adopted, which is expected in 1976.

The boards are advisory only; the District Managers don't have to listen to them, and with ORV representatives always in the minority any efforts on our part will no doubt be largely unsuccessful. But there is a lot at stake – the Phoenix District alone administers eight million acres. Most of the Phoenician's favorite riding areas are under the thumb of this board, and the District Manager, Bill Barker. You should get to know them. Sure, it takes time, but if you don't – you'll eventually have a lot of time on your hands.

HAPPENINGS

BLM – CALIFORNIA
RIVERSIDE DIST. MULTIPLE USE ADVISORY BOARD

Meeting Mar. 18-19 at Dist. Office, 1695 Spruce St., Riverside, CA 92507. Red Mtn. Draft Plan Committee meets 7 p.m. Mar. 18 to work on recommendations to full board. Full board meets 9 a.m. Mar. 19 to consider Red Mtn. plan and co-operation with state in OHV park program (?) Limited opportunity for oral statements from public at discretion of committee chmn. Notify Dist. Mgr. above address or call (714) 787-1462 to reserve time.

BLM – COLORADO
CRAIG DIST. ADVISORY BOARD

Meeting Mar. 17, 9 a.m., First Federal. Savings & Loan Bldg. auditorium, Craig, Colo. Open to public, opportunity for brief oral statements; notify Craig Dist. Mgr., P.O. Box 248, Craig, CO 81625 (303) 824-3289.

BLM – CALIFORNIA
STATE ADVISORY BOARD

Meeting April 5-6, at Rodeway Inn, Sacramento, 3425 Orange Grove Ave., North Highlands, CA. ORV use on agenda; Board will consider resolutions on El Paso/Red Mtn. Plan forwarded by Bakersfield and Riverside Dist.Boards. Time avail. for public input from 2:45 p.m., April 5. To make oral presentation, notify Chmn. Rob Flournoy, Box 32, Likely, CA 96116.

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Presents
Third Annual
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Team Cross Country Minicycle-race

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Saturday, April 24, 1976

Entry $30.00 per Team M.R.A.N. members
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Entries close April 1, 1976

For information contact:
So. Nevada Jackrabbits
P.O. Box 5434
Las Vegas, Nev. 89102

Maximum age 15 years
100cc Maximum size bike
M.R.A.N. Sanctioned

Pre Run February 29, 1976
Drawing March 15, 1976
for more information call:
Bobbie Shields, (702) 451-0876
Betty Johnson, (702) 452-3939
Maggie Steele, (702) 458-3833

The expectation of Spring is in the air. Some people look forward to beautiful weather. A few plan on getting the old scoot out and doing a little cruising. Others look forward to a new season of races, maybe a new bike, or a trip to a far off track. However, rumor has it that there may be a repeat of last year's super event. "The First Annual Willet Wheelie Pre-Memorial Indoor Motocross Invitational Championships" were scheduled and held just one short year ago, and may well become a traditional classic.

Indoor motocross season opener

Big bucks, high prestige, invitational championship

By Jody Weisel

The exciting Willet Wheelie Pre-Memorial event was the highlight of last year's racing season. In the midst of the popularity of the L.A. Coliseum Superbowl and the Anaheim Motocross Finals perhaps you failed to notice the event. It was a truly cultural experience and had there been a winner last year by now some factory team would have snapped him up.

The First Annual Willet Wheelie Pre-Memorial (why wait for your reward when you can have it now) Indoor Motocross Invitational Championships (FAWWPMI MIC) were held in a phone booth on the corner of Fry and Hickory Streets. There was some snivelling by the riders about the small track, ruts and the glass and steel folding starting gate, but this kind of complaining occurs at the Astrodome, too.

The factory teams failed to show up for last year's race, and the only factory representative present was Wallace Helium of the Ma Bell Racing Team, perhaps you've seen some of their team vans driving around. This year for the Tentatively-Planned Second Annual Willet Wheelie Pre-Memorial Indoor Motocross Invitational Championships (TPSAWWPMICIC) we expect to be granted AMA, FIM and UL Underwriters Listing sanctions guaranteeing the highest quality of riders. Already signed to appear are Roger De Coster, Brad Lackey, Judge Crater, Tony DiStefano and Jimmy Hoffa.

Indoor motocross is the finest spectator sport in America. The enthusiastic screaming crowd that pressed their noses up against the booth last year couldn't have asked for more in a race, except maybe a winner. The riders had a few complaints, but his was definitely a European style course (we even put in a French cradle phone) with its tight twisty turns and brutal uphills requiring the utmost in rider skill. Other promoters would be pleased as punch to be able to control the dust as well as the FAWWPMIMIC. This was accomplished by meticulous track preparation and by closing the door of the phone booth.

Sure, we had some problems with the first event, this is to be expected with such an innovative idea. We couldn't get the results published in Cycle News because we didn't have any results. It seems that just as the screaming pack of riders roared into the first turn of the final moto the phone started to ring. It was later discovered to be a wrong number. But as the riders circled the track the ringing continued and one by one they dropped out thinking that their lower end bearing had gone bad.

A restart was delayed by a little old man who curbed his dog on the biggest berm in the left hand corner of the booth. Track maintenance was first rate and this accident was cleaned up in record time. The restart was black flagged on the second lap when one of the riders got the telephone cord wrapped around his neck. These delays caused a scheduling conflict with a previously scheduled event (The First Annual Willet Wheelie Pre-Memorial Indoor Night Rodeo Invitational Championship and Swap Meet). Each rider was given car fare home and a souvenir telephone book.

Taking the knowledge, experience, and suggestions from last years indoor championship, this year's promises to be the race of the century (until the third annual WWPMIMIC). We have made arrangements to hold the event in one of the finest equipped facilities in the country. Concession stands, ample parking and restrooms are on the premises and are more than adequate to handle the mass throng. You are cordially invited to attend the Second Annual Willet Wheelie Pre-Memorial Indoor Motocross Invitational Championships to be held upstairs in the Hickory Street Jack-in-the-Box. The proposed track, to be landscaped in gasoline-resistant plastic plants, will be the finest combination of challenging terrain West of the Pope's living room. Invitations will be sent out in the coming months to those riders who will be honored to compete. If you would like to be considered for consideration, then consider filling out the entry blank which we have so considerably included. Those qualifying will be notified by return mail or obscene phone call. ●

The Second Annual Willet Wheelie Pre-Memorial Indoor Motocross Invitational Championship

Mail pre-entry to:

SAWWPMIMIC, P.O. Box 498, Long Beach, Calif. 90801

Name _____ Sponsor _____

Address _____ Phone No. _____

AMA No. _____ FIM No. _____ Girlfriend's No. _____

Age _____ Height _____ Class _____

Secret sauce _____ onions _____

I have read the official Willet Wheelie Indoor Motocross Championship Rule Book and fine print, and agree to forfeit my first born son if I violate said rules.

DATES & DATA

Oly-Superbowl Qualifiers

The AMA has prepared a series of eight AMA qualifiers for the west coast. Riders who wish to compete in the support class at the Superbowl of Motocross wil be selected from the top 12 riders in each class of the series. Riders interested in competing in any Nationals this year must earn qualifier points to insure that they will not be bumped by other riders. A rider with Qualifier points will receive preference over a non-graded AMA rider. It is essential for all riders to apply for their Professional license as soon as possible to ride in AMA professional events.

Oly Superbowl Qualifiers

MARCH 7	–	Phoenix, AZ
MARCH 14	–	Tucson, AZ
MARCH 21	–	Moorpark, CA
MARCH 28	–	Elsinore, CA
APRIL 25	–	Santa Cruz, CA
MAY 2	–	Medford, OR
MAY 9	–	Fresno, CA
MAY 23	–	Albuquerque, NM

CRRC road race openers

The Central Road Race Club prepares to start the largest and most ambitious schedule of its history. Utilizing the new AMA road race rules and a strong backing from regional districts the CRRC has an 11 race series planned. Each date will pay AMA District points, CRRC club points and one or more races will be National Amateur Championship Qualifiers.

CRRC is attempting to arrange more race track commitments, but at the moment has firm arrangements with Oak Hill Raceway and Greater Southwest International Airport.

CRRC Road races

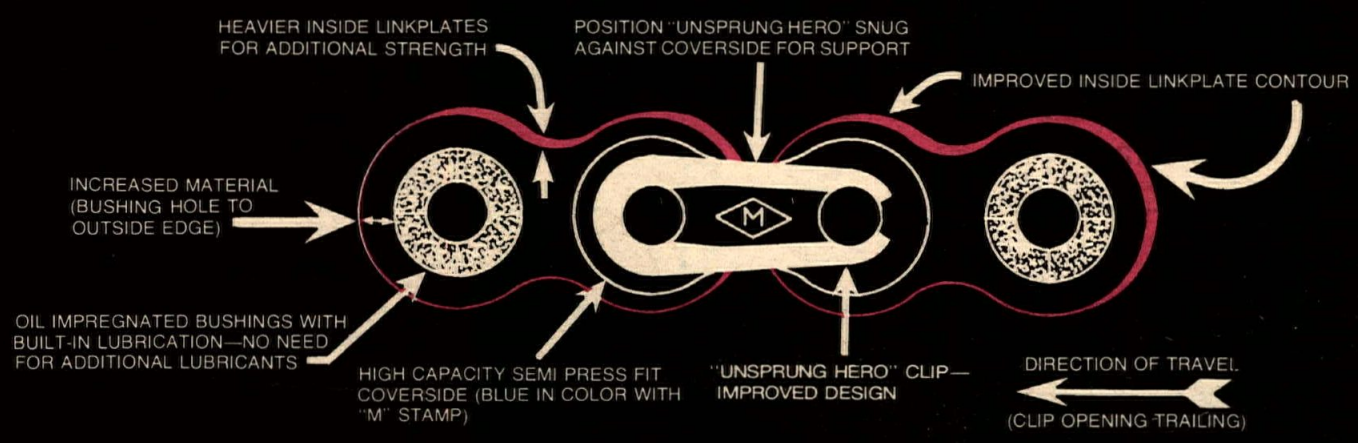
APRIL 11 – Oak Hill Rcwy., Henderson, TX
MAY 9 – Oak Hill Rcwy., Henderson, TX
JUNE 6 – Oak Hill Rcwy., Henderson, TX
JUNE 20 – Greater Southwest, Ft. Worth, TX
JULY 11 – Oak Hill Rcwy., Henderson, TX
AUG 15 – Greater Southwest, Ft. Worth, TX
SEPT 12 – Oak Hill Rcwy., Henderson, TX
SEPT 26 – Greater Southwest Ft. Worth, TX
OCT 10 – Oak Hill Rcwy., Henderson, TX
NOV 14 – Oak Hill Rcwy., Hende
NOV 14 – Oak Hill Rcwy., Henderson, TX
DEC 12 – Oak Hill Rcwy., Henderson, TX

Texas MX Championship Series

An informal organization of motocross track promoters in the state of Texas has arranged a $10,000 five race championship series.

JUNE 20	–	Mosier Valley MX Park
JUNE 27	–	Lake Whitney Cycle Ranch
JULY 4	–	San Antonio's Cyclerama
JULY 11	–	Austin MX Park
JULY 18	–	Rio Bravo MX Park

INTRODUCING 530XDL NEW FROM DIAMOND CHAIN.



- Diamond 530XDL runs quieter and cooler than roller chain due to fewer moving parts.
- This chain is supplied with the "Unsprung Hero" connecting link which includes Diamond's high capacity modified press fit coverside.
- 530XDL eliminates the possibility of hit-and-miss lubrication, as it has a constant and consistent lubrication in the pin bushing (wear) area.
- Diamond 530XDL combines the high strength and capacity of Diamond's performance proved roller chain with the advantages of fewer adjustments, less maintenance, and no messy lubrication.
- Added strength is made possible by thicker and re-designed contour inside linkplates.
- Ultimate tensile strength, as well as fatigue strength, is substantially greater than previous models of similar design.

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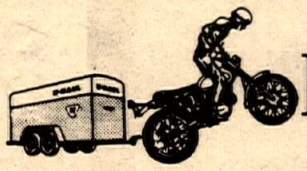

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BULTACO 250/370

One Taco with the works

By Jody Weisel

The bike that Roger DeCoster so smuggly cruised to four World Championships on finally hit the market this year. Adolf Weil and Steve Stackable's cantilever shocked Maico's from last year are on sale now. The works CZs that the Russians do their berzerking on will probably hit America's shores in a year or two. All of this points out a truism in the sport of hapless consumerism; What the factories race this year they will sell next year. It happens time in and time out. The one percent design edge is kept in the hands of the works riders, and then laid on the poor privateer a year later. So those of us who have watched the progress of Jim Pomeroy and Marty Tripes, analyzed their Grand Prix and Trans-Am equipment and waited for the eventual passing on of information must be shocked by the 1976 Bultaco 250 and 370 Pursangs.

The jolt of realization comes from the fact that this bike has not seen a Grand Prix, Trans-AMA or National course yet. It will be in the hands of the average Joe at the same time that it goes into the immensely talented hands of Bimbo, Marty Tripes and Bengt Aberg. To prove this point we went out for a test session with Marty Tripes on a couple new Buls. Marty brought his race bike, the one he competed on all last year, and we brought the 1976'ers. Equipment-wise we had Marty outgunned. His tricked out Marzocchi forked, gas shocked, ported works bike was no match for our box-stock 1976 Pursangs. Of course racing isn't all machinery and Marty did lap us every lap, but if you race against riders of your own skill level and they're on a works bike and you're on a stocker — you *win*. It is as simple as that. The new Bul is a *new* Bul.

Engine

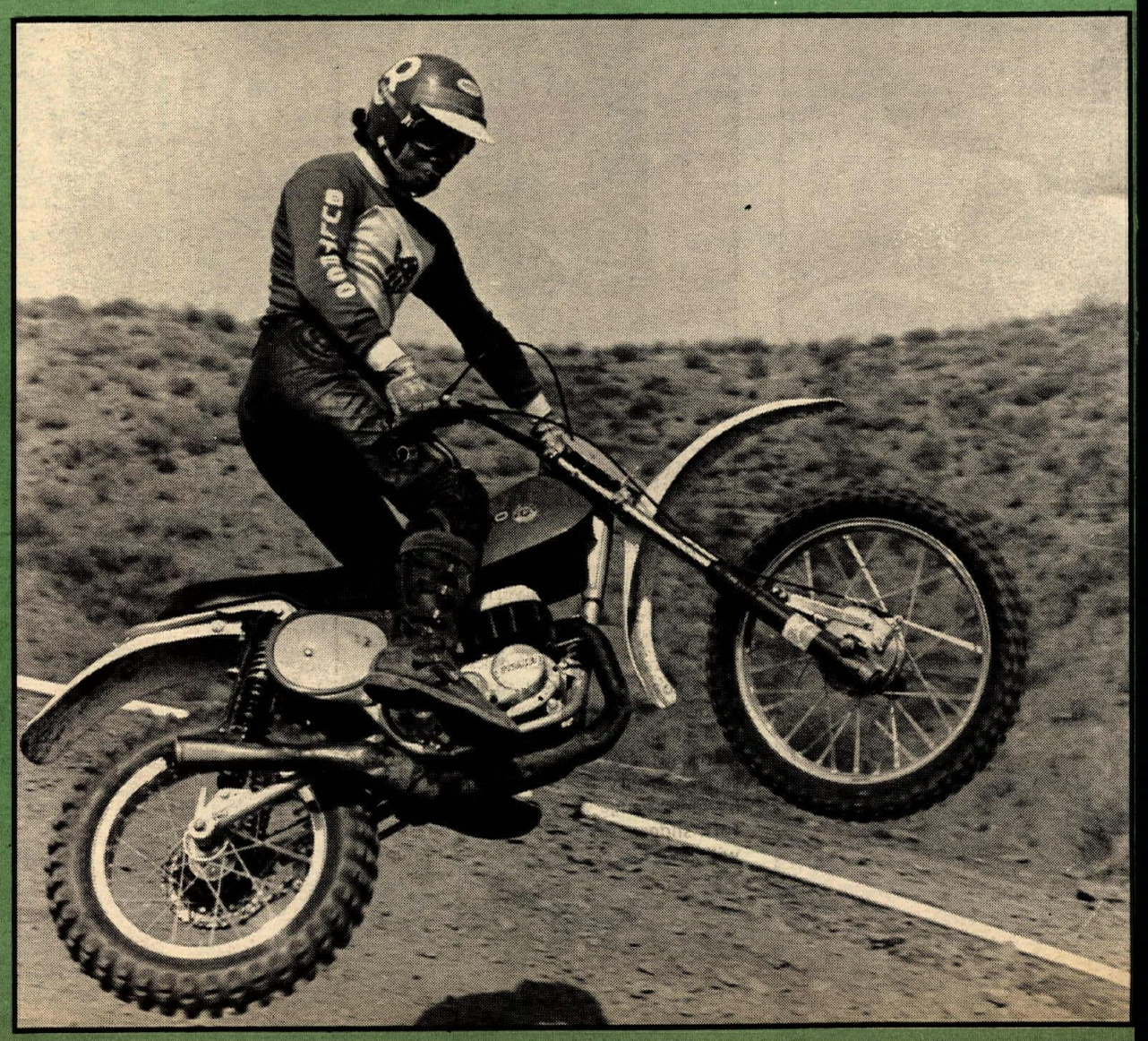
Sharing the same outward appearance as its predecessor the new 250 and 370 (actually a 363cc just like last year) elicit much more respect. Radically new porting of the cylinder, which includes lowering the exhaust and transfers 11mm, moves the Bultaco power farther up the range. A 36mm Bing pumps the juices into an engine that has been beefed up to handle the 250's 34 hp and 370's 40 hp. The major fault of the earlier Buls was the transmission. Several gears failed, shifting forks bent and engagement was not precise or secure. This year the factory re-designed the interlocking dogs, increased the size of three gears, incorporated a selector locking device on the shifting drum and untwisted the old pretzel style shift lever. The result is more positive gear changes with less chance of a missed shift doing damage to the innards. It is not a re-designed gearbox, but it is an improvement of a technically sound old design.

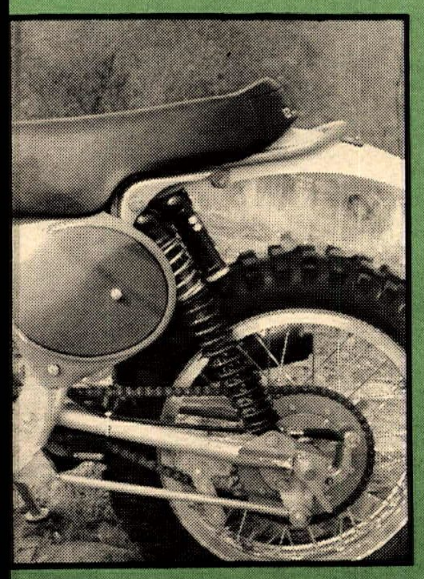
During the 1975 Trans-AMA series the MIC provided a $1,000 contingency for the quietest bikes on the circuit. Bultaco received an additional award at the end of the series for having the quietest bikes of any manufacturer. The new exhaust pipe continues to send out muted sounds, but with no effect on the power output. It is a step in the right direction, a large muffled stride that other manufacturers should take note of.

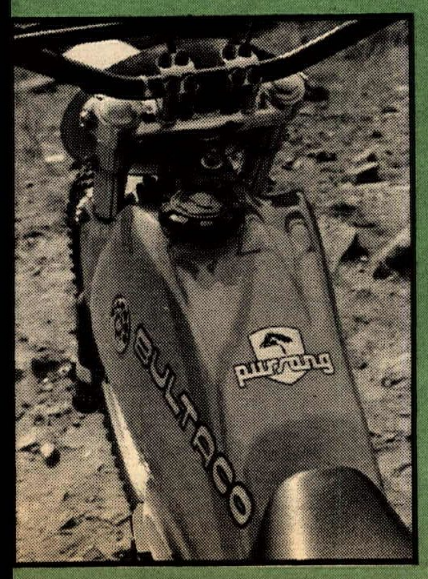
Frame

The chrome moly frame features the silver painted base upon which Bultaco was able to attach a complete inventory of new parts. The limited re-design of the frame occurs on the rear frame loop. In the rear section the tubing has been reinforced to provide a better seat mounting location and to accommodate the upper shock mount. The swing arm has had the lower shock mount moved several inches rearward towards the axle.

The philosophy behind the new handling package is difficult to decipher, but not hard to appreciate. Bultaco has been, along with Maico, one of the last proponents of forward mounted shocks as opposed to cantilevered alternatives. But rather than simply toss in the towel to the prevailing winds Bultaco took several barometer readings. Forward mounting the shocks into a vertical position works, but at a cost of marketability and shock life. Can-Am and Kawasaki have been experimenting with long, long shock bodies in near stock positions. Suzuki, on the other hand, has proven the success of the cantilevered gas shock with an impressive string of







The privateers revenge is graphically displayed by the 1976 Pursang sitting next to Marty Tripes works bike. The new gas tank has notches molded into it to cradle the fork legs. On the rear 17.3" long gas Betor shocks support a more comfortable seat than previous models. The gear shifter used to pretzel under the chain, but now takes a straight shot. The front end has a super sanitary lightweight hub braced by eight gauge spokes and leading axle fork sliders. The same rolling chassis will take either the 250 or 370 engine. Nice guys that we are we let Marty get off his old factory sponsored works bike and ride our production model. He liked it.

PHOTOS BY DENNIS COX

victories and more impressive string of failure-proof performances. Rather than jump on someone else's wagon, Bultaco took a little bit from everyone. The rear of the Sang is suspended by a 17.3 inch long Betor Gas shock mounted at a thirty degree angle. The shock strokes almost a full six inches alone and in conjunction with the trailing swing arm geometry this allows the rear axle to move a full eight and one-half inches.

Privateer experience with cantilevering the rear of the Bultaco has resulted in a severe front end wash out because of the force loadings on the front end. To handle this aberation a completely redesigned set of triple clamps, fork tubes, dampers, and sliders have been fit. The forks are built by Betor under Bultaco control and follow the now almost universal Maico mode. The triple clamps are straight across with the steering stem, and fork tubes in the same plane. The front axle is mounted on the leading edge of the long black sliders. This configuration reaps benefits in several areas; the rotating mass of the front forks is lessened considerably by the new triple clamps, allowing the front end to be flicked back and forth with ease. There is no wagging of the front forks; The large 38mm fork tubes do not flex even though fork travel is an honest nine and one-half inches; The long leading axle sliders embrace the fork leg over such a great depth that there is no binding caused of the slider torquing to the fork leg under impact.

Handling

The 250 and 370 are exactly the same motorcycles. Even the all-up weight of both machines is within two pounds of each other. Yet the handling characteristics differ greatly. Both motorcycles work, and work well. Gone forever is the infamous front wheel wash-out and tail end hang-out. The new Buls are sharp and precise. The front suspension takes a back seat to zero production forks and few, if any, after-market specials. When the new generation Bultaco came out several years ago it was an immediate success. On it an Intermediate became an Expert and an Expert became a winner. It was easy to ride with its broad torquey mid-range punch. As much as any pure bred racer can be a bike for beginners the 1974-75 Pursangs were formative style motocrossers. If you graduated through those years on the old Sangs you're ready to step up to a hi-revver, drive-it-hard type of machine. You are in luck because Bultaco has graduated from the bike for every man to a bike for talented men.

To ride Grand Prix equipment you have to learn to ride Grand Prix speed. Where the Suzuki RM forces you to go fast to make it work, the new Bul allows you to go slower, but works increasingly better the faster you go. You don't buy a $1,600 race machine to putt around on. The bikes are definitely fast. The 370 requires the short shift method of letting the next higher gear pull you through. The 250 wants to sing. In a series of drag race first turn starts the 250 Bul took a 250 RM Suzuki to task every time.

The 370 because of its big churning torque feels heavier, longer and more stable than its smaller companion piece. The weight *isn't* there, it just feels like a more substantial piece of equipment. The lighter feeling 250 is a zinger, working more like a 125, and covers ground beautifully. Identical suspension is shared by both bikes and it is faultless. Earlier models of Betor gas shock (found on Montesa V-75s) had a weak eyelet and shaft, but the Bultaco versions are sturdy and rugged.

The new Bul likes to go fast, the rear end sticks like glue in the corners while soaking shock waves like a sponge. Is it the best motocross bike on the market? No, the best motocross bike on the market is the one the buyer believes is right for him. All conclusion will have to be reached by you. We will remind you that this is a piece of Grand Prix machinery that the privateer gets to ride first. Bultaco's offering a factory ride on this year's works bike to every buyer. Sounds like an offer you can't refuse.

Specifications

ENGINE	single cylinder, 2 stroke
Bore & stroke	72x60mm (250)/85x64mm (370)
Displacement	244.29cc/363.17cc
Compression ratio	12:1/10:1
BHP @ RPM	34.32/4018
CARBURETOR	36mm Bing
TRANSMISSION	5 speed
IGNITION	Motoplat (electronic)
FRONT SUSPENSION	Telescopic/hydraulic
Stanchion	38mm
Travel	240mm (9.45")
Oil	300cc
REAR SUSPENSION	Swing arm
Dampening travel	146mm (5.75")
Rear axle travel	205mm (8.05")
GENERAL	
Wheelbase	55½"
Seat height	35.8"
Empty weight	217 lbs.

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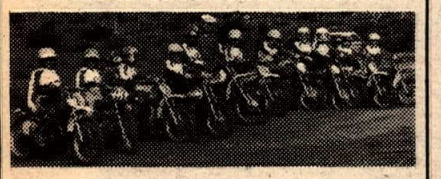

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NORTHERN DATELINE

PHOTOS BY ED DOODY

The Sawmill enduro

By Mike Kinsella

UPPER LAKE, CAL., FEB. 15
Conditions were nearly perfect in the tradition of the Sawmill — mud, snotty uphills and even some snow. The North Bay Motorcycle Club ordered heavy snow, but all they got was a healthy rainfall all day Saturday and early Sunday morning which left the course in excellent shape. It was 83 miles of prime slime which had the consistency of tomato sauce over old crankcase oil. The course had originally been 100 miles in length, but an early morning check by the layout crew found the dry spots and quickly eliminated them before the riders left the start line.

Everybody fell down at least once. Well, almost everybody. There were some ISDT types who only got dirty and looked like they had fallen down. But most riders did fall down on the uphills because the uphills were very difficult to ascend . . . it was a lot like trying to ride your motorcycle up your garage wall during an earthquake.

The Sawmill: "83 miles of prime slime . . . " with a bit of scenic snow cover.

The last great obstacle before the finish was a long, steep hill covered with creamy black mud. Even some "A" riders admitted to having problems on this one. One 125cc rider complained that this hill just about blew his enthusiasm for enduroing this early in the spring.

There were many complaints by knowledgeable riders about the accuracy of the clocks at the check points. A protest may be lodged, as it is said that the finish checker held the number five flip card for an extra minute supposedly to remedy some earlier error, thereby throwing the results of the following riders into some confusion.

Many "B" and "C" riders were disappointed at the lack of finisher pins for their efforts. Less than 100 riders out of 700 entries finished the event. The pins may come with the result sheet later on, however.

Overall, it was an enduro which called for skill, physical conditioning and bike preparation beyond most. It was challenging for the "A" riders, difficult for the "B" riders and a traumatic experience for most "C" riders. It was just what one expects when he signs up for the Sawmill each year.

Results not available yet. ●

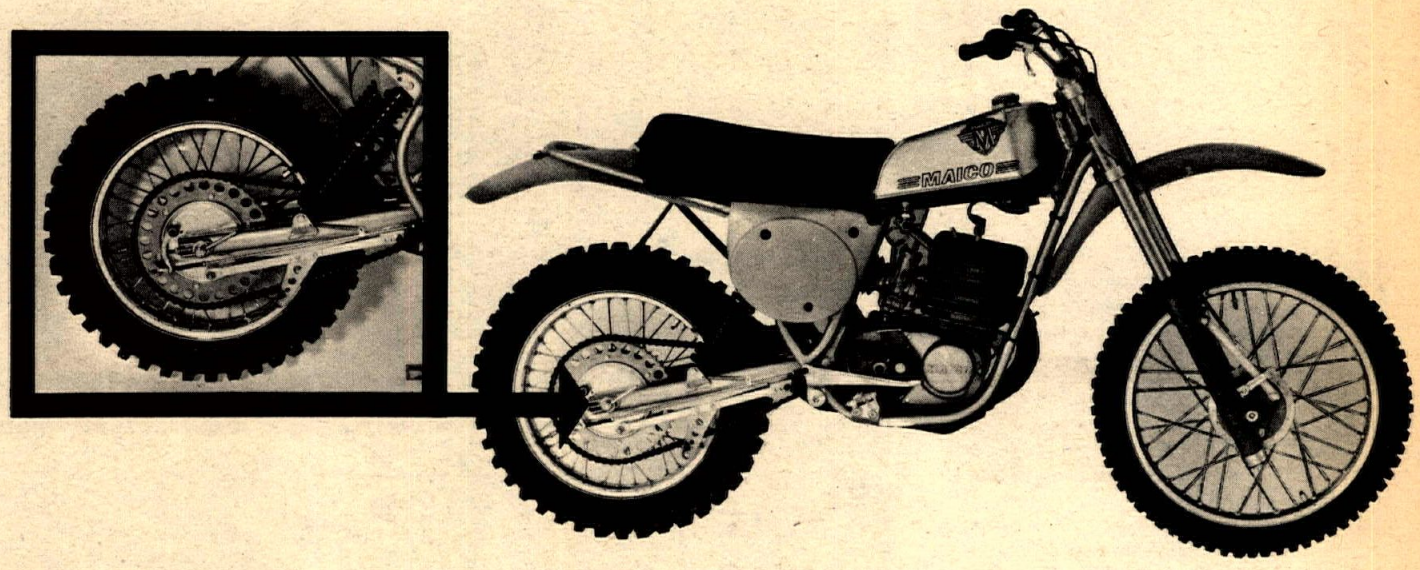
So, who believes in signs?

February Series opener

By Sue Sykes

PUYALLUP, WASH., FEB. 1
Three hundred twenty-five riders opened the February Five Race

Here's what the experts say about the new 1976 MAICO AW's*



"It's our opinion that a stock-out-of-the-crate MAICO AW 400 will beat a stock-out-of-the crate Suzuki RM 370 on most of the courses, most of the time . . ."
MODERN CYCLE, March 1976

"We felt that the MAICO AW 250/5 is the very best motorcycle in the 250 class to date..."
POPULAR CYCLING, April 1976

"When a rider sums up his first day of testing with the single sentence, 'I want one,' there's not a whole lot more to be said about a racing motorcycle. When you show up at a motocross track with this bike (the Maico AW 440), you are automatically labeled 'King of the Hill'..."
CYCLE NEWS, February 10, 1976

*AW STANDS FOR ADOLF WEIL REAR SUSPENSION.

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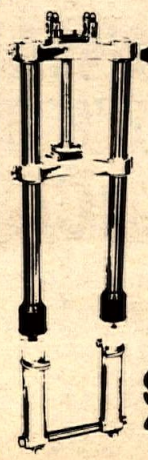

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Rookie of the Year, 1975
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AMA No. 1, 1976
Ascott TT, Gary Scott
Syracuse Mile, Corky Keener
Toledo ½-Mile, Corky Keener
Louisville Downs ½-Mile, Mike Kidd
1976
Houston TT, Rick Hocking
Houston Short Track, Bubba Rush

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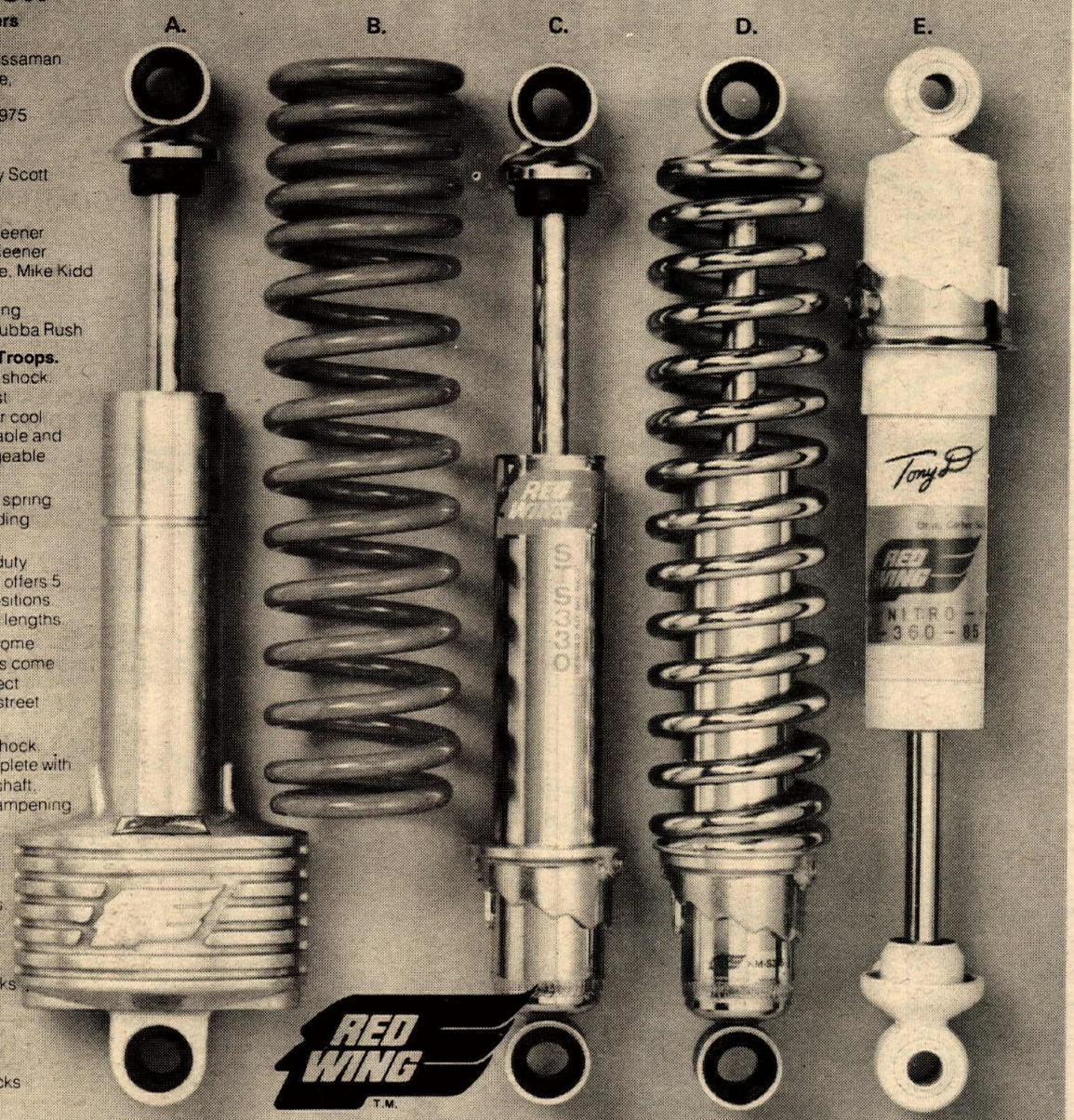

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NORTHERN DATEL

Series at Puyallup. This should be a good series — prize money for the Pros and trophy awards for B and C classes. The fog didn't lift until mid-afternoon and in place of the usual rain the racers and spectators put up with cold temperatures all day.

Yamaha-mounted Larry MacKenzie of Canada got the holeshot on moto one of the Open Pro and held back Mark Gregson (Kaw) from Salem, Oregon for 10 laps. Then on the last sweeping left hand turn before the finish over Rainier Jump, MacKenzie dropped low while Gregson rode the berm high and made it up the hill first.

In moto two it was MacKenzie out front again with the Kawasaki right there again. But this time Mac was first over for the flag. Randy Schweizer (Mai) brought home a third each moto for the overall — holding off Gregson 'til lap seven in moto one.

The 250 Pro honors went to Yakima's Ron Pomeroy (Bul) for his moto finishes of 1-2. Pomeroy was a little slow on the start in moto two and ended up about mid-pack but the excellent lines through the turns and whoopdedoos gave him that extra distance to finish right behind Gregson. By lap two Ron was up to fifth position then picked off Mitch Simmons in lap six to close in on the leader for the flag. ●

DDNMC Marathon Madness

By Moto Depo

MC GILL CYCLE PARK, CA., FEB. 8

It seems that team racing is being dominated by the solo rider. At least it was that way in the 125 and Open classes. The two hour long race used the majority of the MX course and a fairly smooth fast section in back of the MX course. The track was not very rough and this may have had a lot to do with the solo riders taking home most of the gold.

The team of D. Rearick/D. McConnell riding Expert 125 were the only team in the 125 division to take home a trophy. D. Willis, Amateur 125 and J. Blagg Novice 125 took those respective classes.

The 250 class was the team affair. G. Martz/J. Dumm was the Expert team to beat. The Open class returned us to solo supremacy, except in the Expert class where Charley Marshall and J. Greer riding a new Yamaha/Thumper led from start to finish without missing a beat.

The Dirt Diggers were expecting the course to be dusty but it rained the night before and except for some slippery conditions on the back of the course, it was a perfect race day. As this was one of the first Team Races the Dirt Diggers have thrown there was some confusion in the scoring and in the ratings of the ridings. Helmet or tank cards would have been a great assistance in the scoring hassle, and requiring district cards would alleviate the other. But, these were just minor flaws in a race that was safe, fun and worthy of the label Marathon Madness.

Results in Results Section. ●

BMTW proudly presents Buttner

By Moto Depo

PLYMOUTH, CAL., FEB. 1

The pits were buzzing about who's the guy on the Yamaha. He had only raced here a couple of times before and that was in MX, where he never could really run with the leaders. But, this was a Blue Mountain Timber Wolves MC European Scrambles with a LeMans start and that is his specialty. Dick Buttner won the 250

COSMIC CAT & CO.

Consistent 250 Expert winner Phil Taylor (82y) and D-35 Numero Uno Randy Lewis (Ossa) put the block on visiting fireman Jeff Wright (half hidden, KTM) at Sprockets' Park.

and Open class Expert races and amazed all in attendance with his smooth style.

What the people here didn't know was that Dick, from Carson City, Nevada does this every time he races in Nevada. There was only one serious challenge to his lead in the 250 class, and that was Dave Carlsen (Hus) who was moving up towards the end of the race. Dick saw him and just turned it on.

The Old Timers and Powder Puffs had a class of their own and raced for one hour. Another surprise from Nevada came in the form of a Powder Puff, Hermalene Wick (Suz). The Powder Puffs started one minute behind the Old Timers and Hermalene started about a minute after the Powder Puffs, due to a loaded up carburetor, but she succeeded in passing all the Powder Puffs and a number of the Old Timers. As one Old Timer said, "That chick is fast."

As the Young Timers keep moving into the Old Timers class it becomes more and more competitive. Cloyse Holland, Sr. (Hus) turned in a ride that could have been in the top three of the Open Expert class. Hawley Slayton (Pen) taking a break from trials and enduro riding hung right in there for a very credible second.

The 125 class did not have any Experts show up, so the show was in the hands of the Amateurs as D. Hart (Yam) and Phil Smith (Hus) offered some of the best racing of the day. Hart led the race most of the time, but Phil was right behind him waiting for the mistake which never came. ●

KTMs invade Sprocket MX

By Cosmic Cat & Co.

BAKERSFIELD, CA., FEB. 15

We had an extra treat here as three visitors from the southland came up north to battle the No. One and Two riders in D-35, 250cc Experts Randy Lewis and Phil Taylor. Jeff Wright and Troy Stallings, both riding lightning fast KTMs, were the two visitors. Wright quickly showed the locals he meant business as he grabbed the first of the three motos. Taylor and Lewis followed. Taylor took the holeshot in moto two with Lewis and Wright right behind dicing for second. Wright zapped Lewis for second at the end of lap one and then started chasing Taylor, who had since built up an eight bike length lead. Wright made up the distance on lap three. Taylor thwarted off attacks by Wright on laps four and five, then coming out of the lower section of the track, Taylor was all by himself. Wright had crashed and lost two positions to Randy Lewis and teammate Troy Stallings. Wright came back swinging in the third moto taking the checkers and simply dusting everyone in the process. Taylor finished second while Stallings got by Lewis on lap three for third.

Jeff Foland of San Diego, the third KTM rider, had no problem taking all three motos of the Open Experts.

Tim Baughman (Hon) used two firsts and a third to win 125cc Junior Division One today while Jeff Stubblefield (Hon) took Division Two with three firsts. Top finishers in the Old Timers were, Wayne King (KTM) first, Terry Williams (Pen) second, and Carl Casanova (Yam) third.

Richter tops Sears twice

By W. H. Spencer

SEARS POINT, CAL., FEB. 14 & 15

Pat Richter tuned up a pair of KTMs for the upcoming Super-Cross riding out of Pacific Performance and outpointed both 250 and Open classed Experts for most of the money pay off at round four of Sears Point's Winter Series on a slightly muddy but neato grass track.

In the 250 Expert runs Richter rode completely away with a hands down, wire to wire win on a track that was just starting to dry up after three days of off and on light rain. Bill Johnson took second just over Phil Crane and Duffy Collin on a newly put up Husky from Fremont Yamaha. Bruce Hanlon gave it a good shot, finishing seventh, but crashed about seven times and was quite disgusted with his performance at the end.

In the second moto it was quite different for the number four Grand

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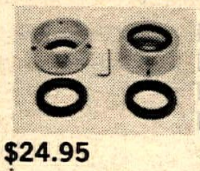

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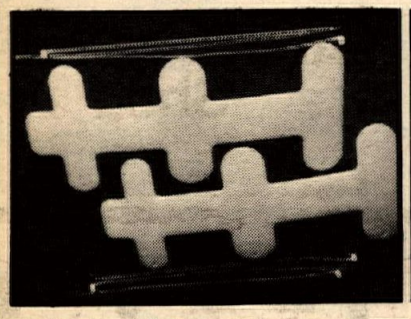

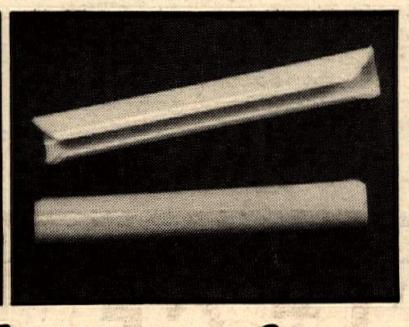

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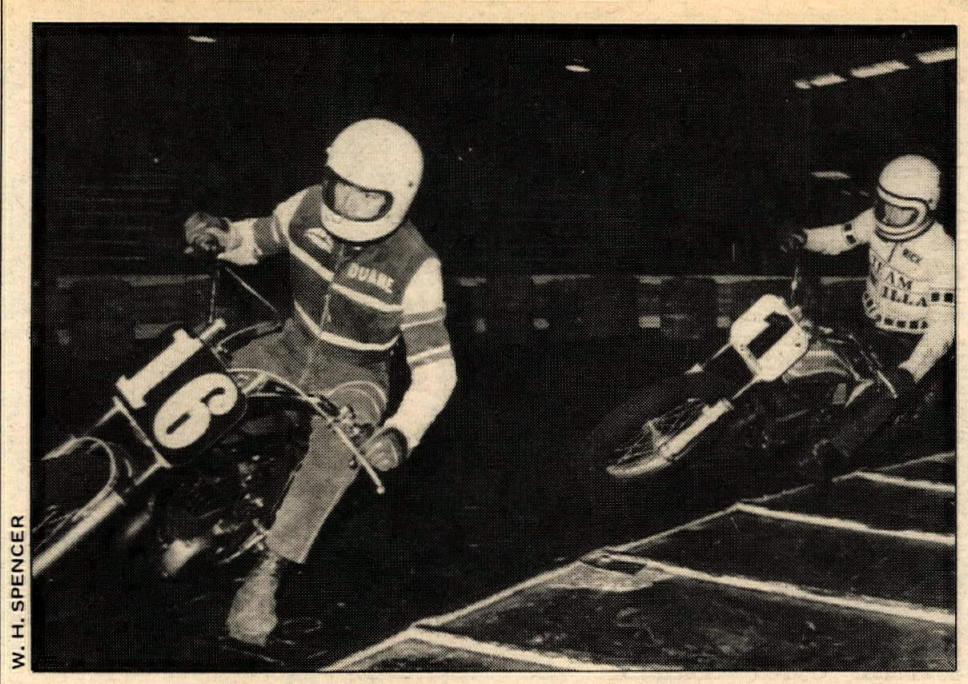


W. H. SPENCER

Is Duane Yarrow wide-eyed because Rick Delacey's pushing him? But Santa Rosa is not a passing track . . .

National point runner. The start was disappointing, seventh behind recently returned John Dieu; but the high flying TT rider went on by for sixth on the second lap and took two more spots on the third. Meanwhile Richter had been, once again, running away from Collin and Bill Jamerson. Hanlon reeled in Collin on the fifth lap.

About this time, Richter began to lose suspension with a bad shock. On the seventh lap Hanlon began his charge with some spectacular high flying uphill jumps. Having cut the lead to nothing on the last lap, Hanlon began to work on the pass. On the first uphill he made a move straight out of flat track riding. Trying to frustrate Richter, Hanlon went outside at a corner hoping to make the front mark move a tad to the outside in a block attempt and then when he did, drop underneath with a wheel on manuever. It was well done but not perfectly and Richter kept up the charge despite the rough ride. Then on the last few turns Hanlon got set up for a jump run from the outside of the last corner. It's a complete 180 degree turn and the outside is bad but it has a slight berm (that Hanlon fell on twice in the first run). They were even going into the corner and it appeared that there would be no way for Hanlon to secure the win but the combined good horsepower and suspension and the berm made it possible by about three inches.

Scott Austin put his super mudder Maico to good use in the first Open Expert moto winning handily as Richter crashed a fence while leading in the ultra slick slime, finishing third behind Don Malley. In the second moto it was all over with Richter the undisputed leader, 30 seconds over Duane Joice who pointed for a third overall. Malley took a fourth in round two and held second overall despite losing his entire pipe on the last lap. ●

Mat Carothers Day

By Burton Dinner

SALINAS AIRPORT, CA. FEB. 15

What was billed as a Washington's Birthday rough scrambles could have just as easily been called "Mat Carothers' Day". Carothers (Yam), District 36 Black Plate 15, won the Expert 250, 500 and the Expert winners match race.

In the 500 Junior class Steve Grier of Salinas won. Bobby Robecheaux Jr. showed no respect for his father edging him out for the second spot.

In what had to be the closet race of the day Ron Rohr of Salinas edged Jack Kline of Castroville, gaining the winning margin three feet from the finish line to take the 500 Novice class.

A total of 115 motorcycles plus 60 mini bikes particpated in the first Semi-pro event of the season, which will continue here through October. ●

Marauding Mertens in D-36 indoor

By W. H. Spencer

SANTA ROSA, CAL., FEB. 13

Friday the 13th wasn't any different for the marauding Jim Mertens who has taken a firm grip of the point lead in D-36 short track with repeated wins in the 360 Expert class. Tonight was a wire to wire win after only one restart in a night of crashes, bashes, false starts and general indoor mayhem, all a normal part of the winter season.

Duane Yarrow got the jump in the 250 Expert run and led Rick Delacy to the flag on a round track that allows for very little passing. If you try to pass, you most likely lay somebody out and take a chance on getting called for rough riding.

Kent McConnell had a handful of leaders in the 250 Novice class but they all managed to crash. He had a runaway going with Bill Miner inheriting second after a seventh place start. ●

Milan gets it on at Madera

By Duane Garrett

MADERA LAKES, CAL., FEB. 15

Milan Garrett (Mon) was the top money winner at Madera Lakes today, riding on a track which all of the riders described as being very rough and wet in the traditional European MX style. The track featured a Johnny Butler-designed drop-off/camel hump jump which caused some spectacular getoffs.

Frank Hannah (Hon) and Kevin Phillips (Bul) led the first 125 Intermediate moto around the first turn banging cases and handlebars as they went. Hannah overshot one of the backside turns on the first lap allowing Phillips to take the point. Phillips stretched out his lead, holding on till the end. Meanwhile Rick Ellison (Bul), Jeff Packer (Hon) and Rodney Greener (Yam) were having a private battle of their own for third behind the leaders. Greener was able to pass both Ellison and Parker. Hannah got it all together in the second moto for the overall. Phillips pulled in third behind Greener and it was good enough to give him second overall.

Tim Dias (Yam) pulled the holeshot in the first 250 Intermediate moto followed closely by Randy Cochran (Bul), Tom Weatherson (Suz), David Holland (Hon), John Kellett (Suz) and the rest. Dias' Yamaha died, forcing him out and allowing Holland to take the lead. Jon Hanson (Yam) really got on the gas midway through the moto to pull from the back of the pack all the way up to first, but staying there just long enough for Weatherson to put on a charge and finish first. Hanson second, Kellett third, Hill fourth (after a last minute charge) and Darryl Alcorn (Suz) fifth. Hanson won the second moto, taking the overall. John Kellett was second overall with a 3-2 performance.

Clarence "Roy" Derrick (Bul), the holeshot king, pulled out all the stops to lead the feature race of the day – the 250 Pro/125 Pro combined. Then all of a sudden, from the back of the pack, came Milan Garrett (Mon) riding WFO, passing two and three riders in every turn, literally flying down the downhills. Garrett closed the gap between himself and Derrick within one lap, passing the Bultaco rider and stretching out an impressive lead. After the moto Derrick was heard to say, "When Garrett passed me in the back section I thought I had shifted my Bul into a new gear, reverse." ●

Winter Series, Round Three

By Sue Sykes

PUYALLUP, WASHINGTON, FEB. 8

The racers, getting in their practice for the March 14 Rainier Dealer's Challenge, really turned it on for this third race of the Winter Series.

Lightin' Larry Mac Kenzie of B.C., Canada pounded his Open Yamaha to a first overall in the Pro division. Super Mac got a so-so start second time out and hit the first turn about mid-pack. The holeshot went to Washington NMA King Rich Binchley (Yamaha) and he held the lead to the flag which moved him into second place money.

Ron Pomeroy (Bul) improved his chances at the $100 series bonus with a solid win in the 250 Pro battle. Mark Gregson (Kaw) held the lead from the start until lap three when Pomeroy took over. In moto two, Ron let her fly on the last lap and passed leader Mitch Simmons (Yam) for the flag.

Bill Joyce made it two weeks in a row with his double wins in the 125 Class. Joyce followed Flying Ed Davis (Hon) for two laps before a pass to check out the first in moto one. Joyce (Hon) took the lead next time out with Gary Racca in second. Davis, running third, lost it on a small jump less than a half-lap before the finish and didn't get back in for the flag. ●

Magoo, Jodry way out winners at SVS MX

By Sallee Hilton

PLYMOUTH, CAL., FEB. 15

Danny "Magoo" Chandler put on what could only be termed an exhibition of his fine and unique riding style winning both 125 Expert motos with ease and confidence. In the first moto it was Magoo all the way, flying high and long off the big jump on his KTM. The track was in super shape, thanks to a prior rain.

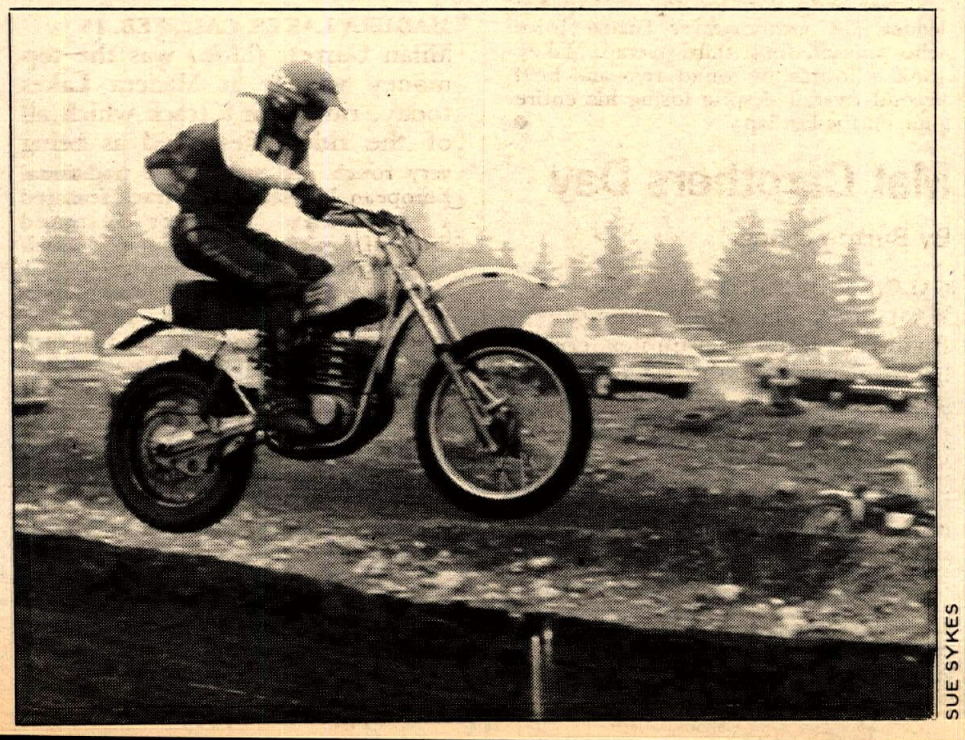
Jim Lesniewski (Hus) was the nearest competition for Magoo, but he crashed in the first turn, falling back to seventh place. Within two laps he had picked off all seven spots and was back to second, but Magoo hadn't been waiting for him and was way out front. Don Cantaloupi (C-A) and Jeff Watts (Hus) had a little race of their own going in the early laps for third. Cantaloupi finally pulled ahead and held it.

The second moto got off to a spectacular start with Magoo, Watts and Lesniewski side by side and jamming. All three went over the jump together, causing audible moans from the spectators who knew that they would all hit the ground together, and maybe in the same spot! They made the landing three abreast, and then Lesniewski and Magoo sprinted ahead of Watts, Magoo with a slight lead. Lesniewski got off Magoo's tail when he went into the trees and crashed.

With Magoo now way out front again the race interest switched to Watts, Mike Preston (Nog) and Al Hall (Hon) who were dicing for second. While these three were swapping places behind him, Magoo crashed. He fell back to third, jumped up and ran hard to get back to first and build a lead again. Preston finished second, while Watts picked up second overall with his third.

Brian Jodry (Hus) who frequently wins in the 250 Expert class, has recently been trying his hand with the Open bikes. He roared off the line and was first with a long lead in the first Open moto, until he bit out in the white flag lap, letting Richard Buttner (Yam) and Delno Becker (CZ) by him for the finish. He came back in the second moto to again get the lead right from

Looks like instrument flight weather at "Pile-em-up."



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NORTHERN DATELINE

the snap of the rubber band. This time he didn't crash. Danny Mancino (Hus) pulled off the second spot that Becker and Buttner had raced hard for all the way to the end, swapping spots repeatedly. Mancino bided his time and made the move in the white flag lap leaving Becker third and Buttner with a DNF.

The 250 Expert top money went out to Ron Self (Mai) score, 3-2. Floyd Davis (Suz) took home the second place money with a 2-3. So where were the winners? In the first moto it was Kim Reeg (Bul) without benefit of a hole shot, who worked his way up the front. Davis came up behind him and stayed on his tail, while Self wasn't far behind. Moving up fast from a crummy start, Jodry on his Montesa had passed a dozen riders, but didn't have enough laps to become a threat to the leaders.

Pat Wilson (Hus), whose chain had come off in the first moto, led every lap of the second, winning it with ease while the real racing went on behind him between Self, Reeg and Davis. Reeg finally pulled out and took over second, crashed and pulled back into the race in fifth, then on the white flag lap and in the same spot. 150 yards from the finish, he crashed again and finished 13th. Self took second, and Davis, who like Reeg had started way at the back of the pack and moved up fast, got the third.

Results in Results Section. ●

Spillway Park: Broken bike boogie

By Big C

SANTA MARIA, CAL., FEB. 1

Many say this track is most demanding on both motorcycle and rider. Three of the best Experts around rode their broken motorcycles to a finish in the first moto. Chuck Czerwinski (Maico) got the hole shot but several riders were bottled up in the first turn because Mike Cook got hit by Sherman Schneller. Mike went down as did others, but all got things together and re-entered the race. Mean time Chuck opened up a lead that looked as if he would run off and leave them all. The moto went this way until the half way flag.

John Dallaire who had about a last place start had worked his way through and was sitting in fourth place. Chuck still had the lead with Andy Segale (Bul) second, Stan Rice (Kaw) third and Sherman Schneller (Suz) fifth. The next lap Andy Segale was the new leader and Chuck came by making a lot of noise; his expansion chamber was separated from the header but he was still running. A few laps later Andy Segale started to slow and when he went by one could see his rear wheel was going lop-sided. Stan Rice moved into second dropping Chuck back to third, then it was John Dallaire's turn. Now Andy had to give up the lead and in the meantime Dallaire got by Stan Rice. Moto one ended with John in the lead and the winner, with Stan Rice second, Chuck Czerwinski third and Sherman Schneller fourth. Chuck had ten broken front spokes as well as a broken chamber. Andy Segale had a broken rear wheel and Jeff Little a broken front wheel. Like all good Maico riders, Chuck has a tool box full of spokes but the down tube for the chamber got run over and was a mess. Chuck's pit crew pounded out the down tube trying to make it round again while others were working on the front wheel. They did have it ready for moto two.

BY BIG "C"

About to make the Big Pounce on one of Spillway's many deep, sandy berms.

Moto two again it was Chuck with the hole shot followed by John Dallaire, Stan Rice and Sherman Schneller. This time Chuck held the lead for awhile, then John took over. When the half way flag came out, Sherman got on the gas and flew by Stan Rice who was not sitting still. On the back straight, Sherman got his break and went by Chuck. Now Sherman set his sights on John Dallaire way out in front. Sherman did take over the lead but with a fourth in moto one, the win still gave him second overall. ●

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(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19 _____

If entrant is under 18 and does not have a current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. _____

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RIDER'S NAME _____ AGE _____
STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____
PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____
RELATIONSHIP _____ YOUR BLOOD TYPE _____
YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

RESULTS

Canyon Rcwy. MX
Phoenix, Ariz.
Feb. 15, 1976
By Larry Owen

PEE WEE	
Garth Alexander	Hon
Ty Langston	Hon
John Newson	Yam
MINI BEG	
Scott Hartson	Yam
Gregor Shuman	Yam
Matt Stevens	Hon
MINI NOV	
Steve Routenberg	Yam
Mike Erwin	Yam
Tom Christen	Yam
MINI AM	
Drey Dircks	Yam
Ron Fields	Hon
Bobby White	Yam
MINI EX	
Mark Meredith	Hon
Gary Dircks	Yam
Troy Blake	Yam
100 NOV	
Doug Palmateer	Yam
Daryl Huskey	Suz
Jeff Morgon	Suz
100 AM	
Bob Lakey	Suz
David King	Yam
Larry Hardy	Hon
125 BEG A	
Jeff Morgan	Suz
Bob Eiles	Hon
Bret Smith	Yam
125 BEG B	
Eric Yogerst	Yam
Lennie Suppes	Hon
Joe Milner	Yam
125 NOV A	
Tim Nolte	Yam
Dave Collins	Suz
Steve Ganis	Yam
125 NOV B	
Dave Anderson	Yam
Dale Jones	Suz
Jim Rundle	Hon
125 AM	
Gary Dircks	Yam
Steve Yarbrough	Yam
Dave Clayden	Yam
125 EX	
Carlos Serrano	Suz
Dave Crawford	Hon
Jerry Bagby	Yam
250 BEG	
Tim Clayton	Hon
Dewey Ritterskamp	Suz
Dana Marler	Mai
250 NOV	
Judd O'Dell	Hon
Mark Evans	Kaw
Mark Konietzka	Kaw
250 AM	
Dennis Parks	Hon
Glenn Shuart	Suz
John Hernandez	Kaw
250 EX	
Doug Raines	Kaw
Carlos Serrano	Suz
Roger Jones	CA
OPEN NOV	
Frank Lively	Suz
Ed Oliver	Mai
Bruce Kenyon	Suz
OPEN AM	
Shannon Drapeau	Suz
Bill Chunn	Mai
Randy Brawner	Mai
OPEN EX	
Marty Tripes	Bul
Bob Blose	Hus
Andy Frola	Bul
OLD TIMERS	
Tom Erb	Suz
Larry Powell	Suz
Ron Hughes	Kaw
OLD TIMERS +35	
Jamie Jamison	Hus
Carl Johns	Hus
Willie Ham	Hon
TURKEYS	
Scott Hays	Mai
C.H. Wagner	Yam
Liz Wauters	Yam

Soboba Indian GP
San Jacinto, Cal.
Feb. 15, 1976
By M. Thunderpussy

TOP TEN OVERALL	
Larry Roeseler	Hus
Malcolm Smith	Hus
Mitch Mayes	Hus
0-100 EX	
Chuck Carledge	Hod
101-175 EX	
Bob Rutten	Hod
Norman Francis	Yam
Bill Friantt	KTM
176-250 EX	
Larry Roeseler	Hus
Marcus Phares	Hus
Larry Bird	Mon
251-400 EX	
Malcolm Smith	Hus
Mitch Mayes	Hus
Dave Aldana	Yam
401-OPEN EX	
David Klohr	Yam
Richard Theilmann	Yam
101-175 AM	
Alec Pettersen	Yam
George Erl	Yam
176-250 AM	
Tom Lamar	Hus
Bill Tarling	Hus
Mike Godfrey	Kaw
251-400 AM	
Charles Beck	Suz
Rick Hobbs	Penn
Roger Mc Connell	CZ
401-OPEN AM	
Roy Oto	Mai
0-100 NOV	
Keith Nicholson	Hod
Gary Sult	Hon
101-175 NOV	
Randy Coulter	Yam
Kurt Meeder	Hod
Chuck Fuhrman	Hon
176-250 NOV	
Ronald Richey	Hus
Tom Watson	Hus
Jim Owens	Yam
251-400 NOV	
Lee Cole	Yam
Jim Chandler	Hus
Arlen Patterson	Hus
401-OPEN NOV	
Thomas Perry	Hus
Dennis Sellers	Mai
101-175 EX WOMEN	
Dawn Grant	Hus
176-250 EX WOMEN	
Lorie Watson	Suz
101-175 NOV WOMEN	
M. Thunderpussy	Yam
Penny Terry	Suz
176-250 NOV WOMEN	
Debbie Duncan	Suz
0-100 EX AM	
OLD TIMERS	
Jack Garjian	Hod
101-175 EX AM	
OLD TIMERS	
Hugh Davenport	Pen
176-250 EX AM	
OLD TIMERS	
Robert Gabbert	Suz
251-400 EX AM	
OLD TIMERS	
Jim Fishback Sr	Yam
John Brewer	Rok
401-OPEN EX AM	
OLD TIMERS	
John McCown & K.J. Kaw	
176-250 NOV	
OLD TIMERS	
Wallace Halverson	OSS
251-400 NOV	
OLD TIMERS	
Ronald Harris	Hus
Robert Seccombe	Rok

R.A.C.E. Fri Nite MX
Corona, Cal.
Feb. 20, 1976

HIGH SCHOOL	
MINI NOVICE	
Ralph Munoz	Eis
Mark Moore	AL
Scott Chadwick	Eis
MINI SR	
Jim Baldivia	AL
Mark Kiefer	Eis
Jim Hall	AL
100 NOV	
Calvin Boddy	AL
Brent McMurray	Una.
Brent Orton	AL
PP	
Cheryl Moore	Rub
Kim Richey	Rub
125 NOV	
Mark Branch	Chi
Philip Maust	AL
Joe Feld	AL
125 INT	
Ken Morris	AL
J. Bockelman	Chi
Mike Burnett	Rub
125 SR	
Jim Lowe	AL
Robin Richey	Rub
175 NOV	
Steve Feld	AL
Warren Moreno	Rub
Rick Chavez	Eis
175 INT	
Ken Morris	AL
Steve Ellington	AL
Tom Kimmett	Rub
175 SR	
Robin Richey	Rub
Don Davis	Rub
Dennis Osmer	Rub
250 NOV	
David Haagsma	Chi
Gary Beatty	Cor
Brian Garrow	AL
250 SR	
Danny Jean	Cor
Alex Mares	Rub
Rich Harris	Chi
500 NOV	
Terry Tate	AL
Doug Vanderhoek	Chi
Ron Lister	AL
500 SR	
Jim Lowe	AL
Mike Nicklaus	Cor
Mark Kiefer	Eis
UNATTACHED	
MINI CYCLES	
Tim Nash	Yam
Chris Parker	Hon
Robt. Saknit	Yam
125 JR	
Rick Sparling	Yam
R.D. McKown	Hon
Cliff Charman	Suz
250 JR	
Randy Lester	Gre
Ray Simmons	CZ
Todd Hood	Yam
250 INT	
Jim Hudson	Hon
Wayne Martin	Hus
Walt Morrison	Yam
250 PRO	
Nick Barrick	Mai
Darrel Brown	Mai

395 Half Mile
Adelanto, Calif.
Feb. 15, 1976

MINI NOV	
Dan Lizardo	Yam
Joy Beck	Yam
Matt Moon	Yam
100 NOV	
Thom Lizardo	Yam
Paul Smith	Kaw
Bill Deane	Kaw
125 NOV	
Jeff Johnson	Yam
Bobby Ontiveros	Yam
Mike Stewart	Yam
250 NOV	
Andy MacInnis	Yam
Carlos Saldivar	Yam
John Gimenez	Bul
500 NOV	
Robert McLaughlin	CZ
Chris Clair	Mai
OPEN NOV	
Bob Bell	Tri
Gene Polson	Tri
Stewart Halton	Tri
125 MA/EX	
Eddie Lawson	Yam
Jeff Moon	Yam
David Cote, Jr.	Yam
250 AM	
Cliff Whetstone	Yam
Bobbi Hunter	Yam
Craig Roloff	Yam
250 EX	
Dylan Neihart	Yam
Bill Cain	Tri
Roger Defur	Yam
500 EX	
Earl Roloff	Yam
Dave Johnson	Yam
Richard Seaney	Kaw
OPEN EX	
Paul Lambert	Yam
Terry Griner	Yam
Jeff Cesmat	Yam

AMC MX
Rawhide Park
Elsinore, Cal.
Feb. 15, 1976

MINI BEG	
Jeff Qualls	Yam
Pat Taylor	Hon
Cletus O'Brien	Hon
MINI JR	
Kevin Bowman	Hon
Curtis Qualls	Yam
Dede Cates	MM
MINI PRO	
Dallas Rebello	Hon
Dean Cates	MM
Dave Miller	MM
100 BEG	
Mark Venettozzi	Yam
100 INT	
Malcolm McCassy	FMF
125 BEG	
Glen Grossman	Suz
Rusty Miller	Hon
Matt Tedder	Pen
125 JR	
Richard Cavish	Suz
Mark Halliburton	Pen
Pat McLaughlin	Hon
125 INT	
Bill Pelto	Yam
Mike Raines	MM
Ted Wagner	Hon
250 BEG	
Rick Zobel	Suz
George Kemper	Suz
Brent Tuttle	Hus
250 JR	
Mike Krugh	Mai
J.J. Hudson	Suz
Mark Lohrbach	Bul
250 INT	
Danny Jean	Yam
Fulton Tidwelll	Yam
John Luck	Kaw
OPEN BEG	
Steve Kerr	CZ
Jerry Hudson	Suz
Kenneth Upton	CZ
OPEN JR	
Jim Berry	Yam
Jon Glaubitz	Bul
Mike Irby	Suz
OPEN INT	
Tim Watkins	Mai
Jim Beltnick	Mai
Greg Saari	Yam
125 PRO	
Dennis Curtis	Hon
Toby Taki	Suz
Nelson Whitehill	Yam
125 PRO	
250 PRO	
Scott Miller	Mai
Rick Asch	Suz
Bill Ouelette	Suz
OPEN PRO	
Greg Blackwell	Hus
Richard Franklin	Mai
Chuck Lanzarone	Mai

395 Cycle TT
Adelanto, Calif.
Feb. 1, 1976

MINI AM	
Thom Lizardo	Yam
Chuck Bittle	Yam
MINI NOV	
Dan Lizardo	Hon
Rodney Phelps	Hon
Dean Blake	Yam
125 NOV	
Scott Oliver	Yam
Jeff Johnson	Yam
Rick Blankenship	KX
250 NOV	
Ken Greene, Jr.	Hon
Mike Hill	Bul
Kevin Burke	Kaw
OPEN NOV	
Allen Pond	Tri
Brian Rose	Tri
Mike Cordero	Hon
125 AM/EX	
Dylan Neihart	Yam
Jeff Moon	Yam
Jeff Haney	Yam
250 AM	
Cliff Whetstone	Yam
Greg Johnson	Yam
Jeff Haney	Yam
250 EX	
Richie Volk	Yam
Dylan Neihard	Yam
OPEN AM	
Beaumont Bartz	Hon
Buford Bartz	Hon
John Lundgren	Tri
500 EX	
Earl Roloff, Jr.	Yam
Mike Laney	Yam
Steve Harvey	Yam
OPEN EX	
Earl Roloff, Jr.	Yam
Rick Graham	Yam
Tim Melancon	Yam
SWEEPSTAKES	
Ken Greene, Jr.	Hon
Scott Oliver	Yam
David Cote	Suz

395 Cycle Half Mile
Adelanto, Calif.
Feb. 1, 1976

MINI AM	
Thom Lizardo	Yam
Chuck Bittle	Yam
MINI NOV	
Dan Lizardo	Yam
Rodney Phelps	Hon
Robert Campbell	Hon
125 NOV	
Jeff Johnson	Yam
Scott Oliver	Yam
Troy Graham	Yam
250 NOV	
John Evans	Yam
Kerry Picken	Yam
Mark Hayes	Yam
OPEN NOV	
Chris Blair	Mai
Larry Blake	Yam
Mike Cordero	Hon
125 AM/EX	
Dylan Neihart	Yam
Jeff Haney	Yam
Jeff Moon	Yam
250 AM	
Cliff Whetstone	Yam
Greg Johnson	Yam
John DeBruyn	Yam
250 EX	
Dylan Neihart	Yam
Roger DeFur	Yam
Richie Volk	Yam
500 AM	
Dave Johnson	Yam
Earl Roloff	Yam
Tim Melancon	Yam
OPEN EX	
Rich Warren	Yam
Bud Robinson	Tri
Rick Graham	Tri

Calif. Racing Club
D-37 MX
Elsinore, Calif.
Feb. 15, 1976
By Maureen Lee

125 NOV	
Curt Jensen	C-A
Larry Bolin	Hon
Jerry Little	Yam
125 AM	
James Blankenship	RMS
Scott Zimmerman	Hon
Mark Hooper	Hon
125 EX	
Louis Darling	Hon
Rick Kehoe	Yam
Tyrone Brown	Suz
WOMEN'S DIV	
Johanna Stenerson	Yam
Chelle Blythe	Hon
Gale Webb	-
250 AM	
Mark Hoop	Yam
Eddie Gonzales	Suz
250 EX	
Tim Welke	RM
Mark Cook	Bul
Eric Jensen	C-A
OPEN AM	
Greg Humber	Mai
Rich Barnes	Yam
OPEN EX	
Paul Thede	C-Z
Chuck Pettigrew	Mai
Tom Bice	Suz
OPEN NOV	
Hulon Morrow	Suz
Carl Pfetzing	Yam
Don Boese	Yam
250 NOV	
Richard Hernandes	Suz
Mark Davis	Hon
Wayne McIntyre	

395 TT
Adelanto, Calif.
Feb. 15, 1976

MINI TT	
Dan Lizardo	Yam
Robert Campbell	Hon
Matt Moon	Yam
100 NOV	
Jeff Johnson	Yam
David Cote	Yam
David Melendrez	Hon
250 NOV	
Kerry Picken	Yam
Andy MacInnis	Yam
Michael Hill	Bul
OPEN NOV	
Robert McLaughlin	CZ
Bob Bell	Tri
Gene Polsen	Tri
125 AM/EX	
Eddie Lawson	YZ
Dylan Niehart	Yam
Jeff Moon	Yam
250 AM/EX	
Earl Roloff	Yam
Dyland Neihart	Yam
Cliff Whetstone	Yam
500 EX	
Earl Roloff	Yam
Bobby Sanders	Yam
Gary Evans	Yam
OPEN AM/EX	
Earl Roloff	Yam
Jeff Cesmat	Yam
Paul Lambert	Yam

DDNMC Marathon Madness
McGill Cycle Park, Cal.
Feb. 8, 1976

125 EX	
D.Rearick & D. McConnell	
125 AM	
D. Willis	
125 NOV	
J. Blagg D. Gilmore	
T. Jepson	
250 EX	
G. Martz & J. Dumm	
S. Stanton & B. Presser	
250 AM	
M. Sawin & R. Golde	
J. Valhous & C. Mullert	
250 NOV	
C. Trapp & P. Minaham	
D. Helm & B. Farres	
P. Golde & B. Young	
OPEN EX	
C. Marshall & J. Greer	
OPEN AM	
B. Bowles R. Buzdas	
T. Kelso & D. Custard	
OPEN NOV	
R. McGowan L. Bourassa & L. Beauchamp	
OLD TIMERS EX	
R. Nelson & J. McClure	
OLD TIMERS NOV	
G. Glyer & R. Harrell	
D. Hughes & A. Potter	

SVS MX
Plymouth, Cal.
Feb. 15, 1976
By Sallee Hilton

100 NOV	
Dennis Stahl	Suz
Jeff Hammond	Suz
Jim Giuffra	Suz
125 EX	
Danny Chandler	KTM
Jeff Watts	Hus
Al Hall	Hon
125 JR	
Bob Shorreen	Hon
Rod Neubauer	Suz
Bill Roach	Mai
125 NOV DIV I	
David Kindelt	Hon
Anthony O'Reilly	Hon
Tim Dickson	Yam
125 NOV DIV 2	
Jay Schroeder	Hon
Paul McCain	Yam
Mike Holland	Hon
250 EX	
Ron Self	KTM
Floyd Davis	Suz
Brian Jodry	Mon
250 JR	
Jerry Laney	Hus
Jerry Williams	Bul
Steve Eddy	Yam
250 NOV	
Tom Larson	Hus
Dennis Tate	Suz
Dan Sawyer	Hon
OPEN EX	
Brian Jodry	Hus
Delno Becker	CZ
Danny Mancino	Hus
OPEN JR	
Tom Barbero	KTM
Joe Duncan	Kaw
Dave MacDonald	Yam
OPEN NOV	
Phillip Rice	Yam
Mark Simpkins	Hus
Bill Cadjew	Hus

BOSS CMC MX
Sacramento OHV Park
Feb. 15, 1976
By Sallee Hilton

VET NOV	
Jim Thompson	Yam
Hans Martz	Hus
Bob Mars	Suz
VET EX	
Ron Nahas	Hus
Demzel Nugent	Suz
Carl Leihr	CA
MINI NOV	
Kirk Booth	Yam
Scott Nugent	Yam
Kevin Cadieux	Yam
MINI EX	
Steve Vlahos	Yam
100 NOV	
John Jacobs	CA
Jody Ganes	Yam
Dennis Krumpelman	Suz
125 NOV	
Steve Vogel	Suz
Eddie Cox	Suz
Bobby Coker	Yam
125 NOV DIV 2	
Perry Donohew	Suz
Phil Bakarich	Yam
Todd DeVaughn	Yam
250 NOV	
Robert Heisler	Suz
Greg Rubenstein	Hus
Rick Kaiger	Hus
OPEN NOV	
Ken McFarland	Suz
Vince Bertolucci	Suz
Van Lawrence	Suz
125 INT	
Tom Odekirk	Yam
Alan Rohrer	Hon
Lance Burgers	Hon
125 EX	
Greg Hebard	Hus
Dave Coupe	Yam
250 INT	
Jim Fisk	Kaw
Kevin Booth	Pen
Eric Dutton	Pen
250 EX	
Larry Rippenkroeger	Kaw
Allen Berluti	Hus
Mark Hilton	Suz
OPEN INT	
Wayne Johnson	Bul
Don Loveless	CZ
Jack Hampton	Mai
OPEN EX	
Scott Henry	Yam
Ken Sisler	Yam

395 Cycle MX
Adelanto, Calif.
Jan. 25, 1976

125 AM	
Steve Davis	Hon
Terry Ducker	Hon
250 EX	
Gale Tyler	Yam
Steve Scalzo	Hon
OPEN EX	
Karl Wilson	Suz
Don Simonian	Suz
MINI NOV	
Mark Clark	Yam
Randy Yetto	Hon
Doul Dupont	Yam
MINI BEG	
Scot Stevens	Yam
Mike Murphy	Yam
Rodney Phelps	Hon
100 NOV	
Kenny Hurst	Suz
Steven Byrd	Suz
100 BEG	
Jeff Harris	Suz
Harold Ulrich	Kaw
Donald Parker	Hon
125 NOV	
Bob Shetler	Hon
Deven Santangello	Hon
Ed Rest	Yam
125 BEG	
Joe Waller	Suz
Stephen Johnson	Hon
OPEN NOV	
John Gungl	Suz
Fred Presson	Yam
George Meure	Yam
250 BEG	
Rex Murdock	Suz
Jeff Smith	Hon
Bobby Woods	Hon
MINI SHORT TRACK	
Randy Yetto	Hon
Mark Clark	Yam
Rodney Phelps	Hon
EX SHORT TRACK	
Gale Tyler	Yam
Steve Davis	Hon

RESULTS

D-36 Scrambles
Salinas, Cal.
Feb. 15, 1976
By Burton Dinner

100 NOV	
P. Moore	Yam
G. Sidko	Suz
125 NOV	
J. Land	Suz
J. Mason	Yam
W. Busby	Yam
125 JR	
S. Kusanovich	Hus
125 EX	
J. Haney	Yam
200 NOV	
R. Wilder	H-D
R. Santoro	Suz
250 NOV	
R. Miller	C-A
R. Bereman	H-D
J. Buckner	C-A
250 JR	
R. Seidell	Bul
D. Helwig	Yam
250 EX	
M. Carothers	Yam
B. King	Yam
500 NOV	
R. Rohr	Yam
J. Kline	Yam
500 JR	
S. Grier	Yam
B. Robicheaux Jr.	Yam
B. Robicheaux Sr.	Yam
500 EX	
M. Carothers	Yam
M. Rohr	Suz
EX MATCH RACE	
M. Carothers	Yam

Dallas Hillclimb
Lucky Landing
Dallas, Tex.
Feb. 15, 1976
By Diane Polley

MINI MINI	
John Blanton	Chap
David Almond	Yam
MINI	
Mike Polley	Yam
David Chandler	Hon
Ronny Dahl	Hon
PP	
Teresa Provazek	Bul
Linda Wilhite	Yam
Edna Elkins	Bul
125 END STREET	
Mike Polley	Suz
Wayne Roberts	Hon
James Blanton	Hon
250 END STREET	
Tom Anderson	Suz
Jesse Whitt	Yam
Louis Lachney	Yam
OPEN END STREET	
Jesse Whitt	Yam
Harold Adamson	Yam
Robert Dahl	Hon
100	
Charles Goodnight	Kaw
Larry Chaney	Kaw
Teresa Provazek	Kaw
125	
Sunny Holmes	Hon
Jerry Cruise	Suz
Dean Cruise	Suz
200	
Sunny Holmes	Bul
Tommy Elkins	Bul
Norris Meeks	Bul
250	
David Carder	Bul
Henry Polley	Suz
Will Alford	Bul
350	
Will Alford	Bul
Henry Polley	Hon
Tony Hudson	Hon
500	
Will Alford	Bul
Gary Chandler	Yam
Duffy Douglas	Yam
1500	
Henry Polley	Tri
Tom Hairston	Tri
Mike Jones	Tri
EXHIBITION	
Gray Chandlerr	Tri
Will Alford	Bul
Henry Polley	Tri
OVERALL	
Gary Chandler	Tri

R.A.C.E. Sat MX
Corona, Cal.
Feb. 21, 1976

HIGH SCHOOL	
MINI NOVICE	
Don Hockett	Upl
Mitchell Sheperd	Ind
Mark Jarrett	Nor
MINI SR	
Roger Farr	Upl
Kevin Cox	Nor
Vinnie Dipadova	Pol
PP	
Cathy Riddle	Upl
Janel Colvin	Upl
K. Berqvist	Nor
100 NOV	
Don Hockett	Upl
Scott Bell	Nor
S. Riggio	Nor
100 INT	
Greg Sheets	Upl
Mike Sanford	Ind
Kevin Haynes	Upl
100 SR	
Dan Hockett	Upl
Reggie Barnes	Nor
Joe Bueno	Nor
125 NOV	
Mike Tidwell	Upl
Scott McCarty	Upl
Jeff Martyn	Nor
125 INT	
Karl Hostetler	Upl
Dan McDougal	Ind
Darrel Ritchey	Upl
125 SR	
George Baker	Upl
D. Wilkinson	Nor
Rollie Smith	Upl
175 NOV	
Steve Sparks	Pol
Jeff Martyn	Nor
Alan Skiles	Upl
175 INT	
Dan McDougal	Ind
RustyClarke	Pol
C. Anderson	Nor
175 SR	
George Baker	Upl
Dan Hockett	Upl
D. Wilkinson	Nor
250 NOV	
Bill Schneider	Nor
Mike Tidwell	Upl
Scott McCarty	Upl
250 SR	
Don Snyder	Nor
Augie Galaz	Upl
Gino Filippi	Upl
500 NOV	
Kevin Burroughs	Nor
Bob Amy	Indio
Bill Schneider	Nor
500 SR	
Don Snyder	Nor
Lee Rosenberry	Nor
Gino Filippi	Upl
UNATTACHED	
MINI CYCLES	
Rick Collins	Hon
Joe Nist	Yam
Chris Gables	Yam
125 JR	
Fred Conover	Kaw
Richard Apodaca	Yam
Keith Lawless	Suz
125 JR	
Fred Conover	Kaw
Richard Apodaca	Yam
Keith Lawless	Suz
OPEN JR	
Danny Dial	Suz
Roland Wood	CZ
David Borck	Mai
OPEN BEG	
Bob Dawson	Suz
Jim Pollich	Yam
Steve Baumann	CZ

OTHG Scrambles
Ponderosa, Cal.
Feb. 22, 1976
By Lucious LeRoy

EXPERT	
Lanky Larry	Yam
Dippy Del	Ard
Horny Herb	Suz
AM	
Janitor Jerry	Yam
Jaws Jon	Yam
Cheap Chuck	Suz
INT	
Diaper Dan	Yam
Dingus Dan	Suz
Gopher Gene	Hon
NOV	
Daisy Dave	Suz
Sorry Sandy	Pen
Dung Dennis	Hus
BEG	
Rocket Rodney	CZ
Hangover Hambone	Yam
Toilet Tom	Yam
GANG WIVES	
Lady Janitor	Yam
Lady Rotten	Suz
Lady Toilet	Hod
KIDS OVER 12	
Torsten Corum	
Steve Toutant	
Joe Mascola	
KIDS UNDER 12	
Doug Ford	
Mark Ford	
Brent Russell	

Hillclimb
DeAnza Cycle Park
Sunnymead, Cal.
Feb. 15, 1976

MINI CLASS	
Doug Phelps	Suz
175 CLASS	
Tom Turner	Hon
250 STOCK	
Fred Gregory	Yam
Elden Peterson	Yam
Dick DeRosa	Yam
250 MOD	
Doug Hall	Bul
360 STOCK	
Bill Estes	Hus
360 MOD	
Craig Mock	Yam
Doug Hall	Bul
400 STOCK	
Kerry Peterson	Mai
400 MOD	
Kerry Peterson	Mai
450 STOCK	
Clyde Peterson	Mai
450 MOD	
Craig Mock	Yam
500 STOCK	
Clyde Peterson	Yam
Carl Collier	Yam
500 MOD	
Clyde Peterson	Yam
Neal Mackel	Tri
Carl Collier	Yam
650 STOCK	
Neal Mackel	Tri
Bill Correll	Tri
D. Vinson	Tri
650 MOD	
Dick DeRosa	Yam
Carl Collier	Yam
Bill Correll	Tri
OPEN CLASS	
Jim Ellenberger	-
Neal Mackel	Tri
Ron Standeven	Hon
OVERALL	
Kerry Peterson	Mai

CMC Nite MX
Irwindale Rcwy.
Feb. 20, 1976
By Tom Blattler

MINI JR DIV I	
Jim Boyd	Yam
Harvey Perez	Yam
Bryan Ford	Hon
MINI JR DIV 2	
Joe Dunphhy	Hon
Mike Perry	Yam
Jim Beck	Hon
MINI EX	
Rex Smith	Yam
Jim Holley	Hon
R.J. Gray	Yam
100 JR	
Dane Copeland	Suz
Jim Millard	Hon
Mark Wiedeman	Yam
125 JR DIV I	
Bill Olsen	Hon
David Wilson	Yam
Dave Behlings	Hon
125 JR DIV 2	
Mike Reina	Hon
Danny Van Auken	Hon
Louie Garcia	Hon
125 INT	
Mike Raines	Hon
Pat Delligatta	Hon
Ed Marshall	Hon
125 PRO	
Gary Denton	Hon
David Taylor	Hon
Rob Zamora	Hon
250 JR DIV I	
James Burt	Suz
Phil Serjeant	Hon
Mark Bottorff	Bul
250 JR DIV 2	
John Lopez	OSS
Phil Black	Kaw
Mike Goodman	Suz
250 INT	
John Wilson	Yam
Frank Serjeant	Suz
Ron Maas	Mai
250 PRO	
Bill Rublly	Mai
Val Tamietti	Mai
Bill Chapin	Mai
500 JR	
Frank Leal	Suz
Shawn Underwood	Yam
John Barr	Suz
500 INT	
Joe Chambers	Suz
500 PRO	
Bill Rubly	Mai
Dan Barnes	Mai
Bob Elliott	Mai
OVER 30	
Jim Francis	Yam
Gary Colbert	Mai
John Wilson	Hon

AME Nite MX
Valencia, Cal.
Feb. 20, 1976
By Ted Titmas

MINI EX	
AJ Whiting	Yam
Matt Whiting	Yam
Jimmy Crowder	YZ
MINI JR	
Eddie Perry	Yam
Kenny Spiker	Yam
Omar Greco	Hon
MINI INT	
Mike Mercier	YZ
Blake Reynolds	Yam
Bob Barney	Hon
100 JR	
Jeff Johnson	Yam
Jeff Kirby	Suz
B.J. Lehn	Suz
100 EX	
Doug Martin	Hodaka
100 INT	
Craig Neilsen	Suz
John O'Mara	Suz
Brian Jordan	FMF
100 BEG	
James Reiman	Hon
Earl Penny	Suz
Steve Clark	Suz
PP	
Rox Ann Dougherty	Hon
Eileen Alba	Hon
Dena Silicato	Yam
125 PRO	
Jim Hale	Hon
Bob Kline	Hon
Bobby Burns	C-A
125 INT	
Stan Franks	Hon
Bill Robertson	Hon
Dana McGlothlin	Hon
JR	
Jeff Johnsonn	Yam
Chris Hackman	Yam
Scott Berg	Hon
125 BEG DIV I	
Jim Radwick	Yam
Doug Spiker	Suz
Joe Kowalski	Hon
125 BEG DIV I	
Chris Colquhoun	Suz
George Capodier	Hon
Steve McKelvey	Yam
250 PRO	
Jeff Vidic	Mai
Will Harper	Mai
Ken Zahrt	OSS
250 INT	
Mike Boyd	Suz
Rick Titus	Suz
Tim Abernathy	Suz
250 JR	
Bob Turney	Mai
Scott Panning	Bul
Ben Schillaci	Mai
500 PRO	
Will Harper	Mai
Tom Claire	CZ
Jon Miller	Bul
250 BEG	
Cory Sawyer	Suz
Gary Garcin	Suz
Mike Rochester	Hon
OLD TIMERS	
Dick McDonald	Suz
Willy Seitzler	Suz
Rabid Rocky	
500 INT	
David Clintoon	Kaw
Russ Ammon	Hon
500 BEG	
Ed Cornish	Yam
500 JR	
Jerry Asher	Yam
Steve Kelso	Mai

Corona Rcwy.
ST & HM
Corona, Cal.
Feb. 18, 1976
By Elaine Jones

SHORT TRACK	
Chris Gables	Yam
Paul Smith	Hon
Richard Soria	Hon
125 NOV	
Terry Singleton	Hon
Mike Paulsonn	Yam
125 AM/EX	
Mike Tidwell	Yam
Duane Gallagher	Yam
Terry McCreery	Kaw
250 NOV	
Mitch Zehner	Yam
Rob Selvy	Yam
Chris Choisser	Yam
250 AM/EX	
Mike Tidwell	Yam
Joe Steffen	Yam
Mike Allen	Yam
OPEN EX	
Eddie Lawson	Kaw
Dan McWhorter	Hon
Gary Pettis	Yam
OPEN EX HALF MILE	
Eddie Lawson	Kaw
David Lujan	Kaw
Mike Tidwell	Yam
HALF MILE	
MINI	
Chris Gables	Yam
Mike Word	Hon
Paul Smith	Hon
125 NOV	
Mike Paulson	Yam
Paul Smith	Kaw
Shawn Pettis	Yam
125 AM/EX	
Mike Tidwell	Yam
Duane Gallagher	Yam
Cliff Mathews	Kaw
250 NOV	
Mitch Zehner	Yam
Chris Choisser	Yam
Rob Selvty	Yam
250 AM	
Mike Allen	Yam
Gordon Loar	Kaw
Wade Marshall	Yam
250 EX TWIN	
Al Glover	Yam
Art Junker	Yam
Bill Cain	Yam
OPEN NOV/AM	
Gary Pettis	Bul
Denny Aguirre	Kaw
Pat McCann	Yam

Fremont Marathon
Fremont, Cal.
Feb. 1, 1976
By W.H. Spencer

MINIS	
Rick Delong	Yam
Ruben Villareal	Yam
Mike Kelley	Hon
125	
Mark Olund	Yam
Harry Bellicitti	Yam
Randy Rarslake/	Hon
Rocky McAllen	
250	
Dan Castelhano	Yam
Rich Hardley/	Yam
Gary Fargo	
Scott Pearson/	Suz
Jim Filice	
OPEN	
Rod Spencer	Hod
Stu Bussert	Yam
Dave Frazier	Yam

Sidehack MX Series
Trabuco Cyn., Cal.
Feb. 22, 1976
By Steve Torpey

OVERALL	
Palfreyman/ Gardner	Nor/Wsp
HEAVYWEIGHT	
Palfreyman/ Gardner	Nor/Wsp
Crandal/ Swart	Tri/Wsp
Melillo/ Melillo	Hon/Wsp
LIGHTWEIGHT	
Holland/ Harris	Yam
Imkin/ Nelson	Yam
Huntley/ Ritchie	Yam

AMC Nite MX
OCIR, Cal.
Feb. 18, 1976
By Joel Jamieson

MINI BEG	
Bobby Doyle	Yam
Curt Binham	Hon
MINI JR	
Dede Cates	MM
John Vasquez	Yam
Ross Klatt	Yam
MINI INT	
Chris Morey	Yam
MINI EX	
Dean Cates	MM
Steve Shippy	Yam
Jeff Ward	Hon
100 BEG	
Jon Nichols	Suz
Eric Gardener	Yam
100 JR	
Lyle Babi	Hon
Mike Vasquez	Hon
Kurt Lustbaum	Yam
100 PRO	
Gregg Toyama	FMF
Pete Hillebrecht	Hon
Jami Oliver	Yam
125 PRO	
Jeff Vidic	Yam
Rob Zamora	Hon
Marty Miller	MM
125 INT	
Mike Raines	MM
John Grimmett	Hon
Pat Delligatta	WH
125 JR	
Phil Carter	Hon
Brett Mayer	Kaw
Bill Melanson	Hon
125 BEG	
Dan Payne	Hon
Mike Tedder	Hon
Matt Oliver	Hon
250 PRO	
Morris Molone	Suz
Tom Cross	PCR
Mark Abrahama	Suz
250 INT	
Larry Flint	Bul
Kenny Meeks	Suz
Stephen Picace	Yam
250 JR	
Ron Flores	MM
John Domoslai	Mai
George Madaris	Suz
250 BEG	
Eddie Drake	Suz
Eddie Meeks	Suz
Jeff Jones	Mai
500 PRO	
Dave Foltz	Suz
Tom Mayfield	Mai
Richard Kastaer	Bul
500 INT	
Jim Turner	Yam
500 JR	
Michael Bomer	Suz
Marvin Olson	Mai
Mark Stauron	CZ
500 BEG	
Jeff Janzen	Bul

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801

Desert Knights Hare & Hound trophies may be picked up at Brush Busters M.C. race, February 29. Phone (213) 340-4888. (8/2x)

Rams and SoCal Trophy presentation March 5, 1976. Northridge Women's Club, 18401 Lassen, Northridge. Trophy winners and 1 guest free, others $2. Banner drops 8 p.m. (7/4x)

CMC MX
Puyallup, Wash.
Feb. 22, 1976
By Sue Sykes

MINI A	
Phil Larson	Hon
Ken New	Yam
Perrish Anderson	Yam
MINI B	
Kevin Wolf	Yam
Roger Zoerb	Hon
Ray Fricks	Hon
100 A	
Sam Raphael	Suz
David Hashman	Hod
100 B	
Duane Marker	Yam
Ken Ohlson	Suz
Glenn Witt	Suz
100 C	
Joe Harwood	Yam
Scott Dougherty	Yam
Bob Dawson	Suz
125 PRO	
Gary Racca	Hon
Bill Joyce	Hon
Ed Davis	Hon
125 B	
Duane Marker	Yam
Ted Martin	Yam
Steve Oslum	Yam
125 C	
Mike Anderson	Yam
Keith Berke	Yam
Casey Lowry	Yam
250 PRO	
Ron Pomeroy	Bul
Bob Boock	Yam
Mark Gregson	Kaw
250 B	
Mike Hurlbert	Mon
Scott Sagor	Hus
Bob Powers	Bul
250 C	
Duane Barner	Suz
Brad Kimble	Suz
Brain Strandberg	Kaw
OPEN PRO	
Mark Gregson	Kaw
Randy Schweizer	Mai
Lon Lewis	Yam
OPEN B	
Phil Larson	Yam
Dean Hutcheson	Yam
Richard McUne	Suz
OPEN C	
Eric Liss	Suz
John Korner	Yam
Mike Stump	Hus
OLD TIMERS	
EXPERT	
Bill McCandless	Hus
Fred Sessions	Mai
Bob Derry	Hus
AMT	
George Suamac	Yam
Bob Mount	-
Robin Contance	Yam
NOV	
Don Whitt	Hon
C. Burchinal	Yam
Doug Campbell	Yam

Escape Country MX
Trabuco Cyn., CA.
Feb. 22, 1976

SUPER MINI	
Tony Brindley	Hon
Gailend Whitcomb	Hon
Ricky Ceckle	Hon
SUPER MINI BEG	
Omar Greco	Hon
Woody Sowell	Hon
Richard Sands	Yam
SUPER MINI NOV	
Adam Renteria	Yam
Mike Brindley	Hon
SUPER MINI INT	
Greg Waldrup	Yam
SUPER MINI EX	
Ron Arisman	Yam
SUPER MINI PRO	
Jeff Ward	Hon
Bryon Antonacci	Yam
Rex Smith, Jr.	Yam
Rick Johnson	Yam
Bryan Jordan	FMF
100	
Adrian Escarciga	Yam
100 BEG	
Mark Wiedeman	Yam
Sam Sanford	Pen
100 NOV	
Dean Lange	IDM
100 INT	
Lyle Babi	Hon
100 EX	
Broc Glover	Hon
Greg Barrett	Hon
Jamie Oliver	Yam
Jeff Ward	Hon
Gregg Toyama	FMF
125	
Chris Fisher	Hon
Craig Gunn	Yam
Ken Blanks	Hon
125 BEG	
Robin Vandal	Hon
Taylor Quintin	Hon
Greg Landers	Hon
Eric Poole	Suz
Mike Carrico	Hon
125 NOV DIV I	
Thomas Noack	Hon
Alan Tomota	Hon
Jerry Lee	Hon
Larry Morton	Hon
125 NOV DIV II	
George Jeffers	JRS
Craig Johnston	Yam
David Behlings	Hon
Phil Carter	Hon
125 INT	
Gary Pendleton	Hon
Ray Barros	Yam
Kevin Harlow	—
125 EX	
Gary Denton	D&G
David Williams	D&G
Chuck Bower	Hon
Scot Clifton	Hon
250	
Neil O'Donnell	Yam
Ray Ramierez, Jr.	Hon
Rick Austin	Hon
Ben Planchon	Suz
250 BEG	
Larry McNeely	Suz
Joe O'Donnell	Suz
Mitchell Haryman	Yam
John Cullen	Suz
250 NOV	
Ken Day	Suz
Bob Headley	Mai
Dan Lewis	Suz
250 INT	
Danny Jean	Yam
250 EX	
Gary Ogden	Suz
Morris Malone	Suz
Broc Glover	Hon
Jeff Vidic	Mai
OPEN	
Jerry Kessloff	Yam
Bob Dagley	CZ
OPEN NOV	
Rick Nelson	Yam
Rich Anderson	Yam
OPEN INT	
Bill Smith	Suz
Greg McDowell	Yam
OPEN EX	
Bill Rubly	Mai
Gary Ogden	Suz
Tom Mayfield	Mai
SIDE HACKS LTWT	
George Harris	Pass
Skeets Holland	Dr
SIDE HACKS HVYWT	
John Palfreyman	Dr
Joe Gardner	Pass
Barton Crandall	Dr
Ron Swart	Pass

AME Sage Pk. MX
Ridgecrest, Calif.
Feb. 22, 1976

MINI MINI	
Moose Galan	Ind
Shannon Ayres	Ind
MINI BEG	
David Jeffries	YZ
Jeff Black	Hon
James Jeffries	Hon
MINI JR	
Pat Galan	Yam
Jester McAlpin	Hon
Donnie Cordle	Hon
100	
Mark Urseth	Suz
Allen Hopper	Yam
Lee Wolfe	Hon
125 BEG	
Darin Shotwell	Yam
Terry Wick	YZ
Gary Neal	Yam
125 JR	
Steve Westbay	Hon
Doug Butler	YZ
Bryan Sarad	Hon
125 EX	
Ken Willis	Yam
250	
Ken Willis	Suz
Jerry Frelan	Yam
Robert Witwer	CZ
OPEN	
Dave Thornberry	Yam
OLD TIMERS	
Bill Cordle	Yam
Tim Binns	Hon

CMC MX
Puyallup, Wash.
Feb. 1, 1976
By Sue Sykes

SUPER MINI	
Mike Eyre	Hon
MINI A	
Phil Larson	Hon
Ken New	Yam
John Christian	Yam
MINI B	
Kevin Wolf	Yam
Roger Zoerb	Hon
Jeff Hayden	Yam
100 A	
Don Abbott	Hon
Sam Raphael	Suz
100 B	
Duane Marker	Yam
Brad Hall	Suz
Charlie Adamson	Suz
100 C	
Bob Dawson	Suz
Mark Bloencke	Suz
Steve Bolson	Hon
125 PRO	
Bill Joyce	Hon
Mitch Simmons	Yam
Pat Jacobson	Yam
125 B	
Duane Marker	Yam
Kelli Rogers	Yam
Steve Oslund	Yam
125 C	
Keith Berke	Yam
Mike Anderson	Yam
John Wallach	Hon
250 PRO	
Ron Pomeroy	Bul
Mark Gregson	Kaw
Mitch Simmons	Yam
250 B	
Robert Powers	Bul
Bob White	Yam
Scott Sagor	Hus
250 C	
Kevin Weaver	Hus
Duane Barnes	Suz
Brad Kimble	Suz
OPEN PRO	
Larry MacKenzie	Yam
Mark Gregson	Kaw
Randy Schweizer	Mai
OPEN B	
Dana Johnson	Suz
Eric Olson	Bul
Jerry Zemkel	Suz
OPEN C	
John Karnes	Yam
Doug Meier	Hus
Greg Bitsse	Mai

Madera Lakes MX
Lake Madera, Cal.
Feb. 15, 1976
By Duane Garrett

MINI JR	
Tini White	Hon
Rick Baker	Yam
Skipper Layton	Suz
MINI INT/EX	
George Holland	Hon
Steve Morales	Hon
Mike Carmichael	Yam
100 JR	
Rodney Bennett	Hon
Jeff Stallings	Suz
Chris Lehman	Suz
100 INT	
Tom Howard	Hon
Jim Williams	Hon
Mike White	Hon
125 JR DIV I	
Clinton Maples	Yam
John Clericuzio	Yam
Joe Tomao	Hon
125 JR DIV II	
Mike Inderbitzen	Hon
Tim Bickley	Yam
David Manhire	Hon
125 INT	
Frank Hannah	Hon
Kevin Phillips	Bul
Rodney Greener	Yam
250 JR DIV I	
Greg Sanni	Hon
Dave Harrell	C-A
Doug Hurlbert	Yam
250 JR DIV II	
Marty Covington	Bul
John Hunt	Bul
Mark Cook	Hon
250 INT	
Jon Hanson	Yam
John Kellett	Suz
Tom Weatherson	Suz
250 PRO	
Milan Garrett	Mon
Clarence Derrick	Bul
Mark Wardell	Yam
125 PRO	
Steve Parker	Hon
Tom Niggli	Hon
Mike Barnett	Hon
OPEN JR	
Don Campbell	Suz
Gary Hopper	Yam
John Blacksill	Yam
OPEN INT	
Brooke Waller	Yam
Stanton Speck	Yam
Dan Hensley	KTM

Sears Pt. MX
Sonoma, Cal.
Feb. 14 & 15
By W.H. Spencer

125 NOV DIV I	
Zac Fust	Hon
Jay Soderling	Hon
Bill Fargo	Yam
125 NOV DIV II	
Steve McQueen	Suz
Curt Crosbie	Yam
John McLoed	Hon
250 NOV DIV I	
Mark King	Suz
Chris Stair	Bul
Steve Bader	Kaw
250 NOV DIV II	
Steve Olues	Kaw
Buddy Moncayo	Oss
Al Butterfield	Hon
OPEN NOV	
Phil Oveland	CZ
Dave Soderlingg	Yam
Bob Towery	Mai
OPEN EX	
Pat Richter	KTM
Don Malley	Mai
Duane Joice	Suz
OPEN JR	
Dean Wiggins	Bul
Mark Pearl	Mai
Larry Lacey	Suz
OPEN NOV	
Phil Oveland	C-Z
Greg Doran	Suz
Joe Divecchio	Yam
250 EX	
Pat Richter	KTM
Phil Crane	Suz
Bruce Hanlon	Bul
250 JR	
Larry Lacey	Suz
Chuck Weems	Hon
Bob Dunn	Suz
250 NOV	
Allen Auzenne	Yam
Bill Willis	Suz
Mark King	Suz
125 EX	
Beto Garcia-Rossi	Hon
125 JR	
Dan Castelhano	Yam
Brad Dietrich	Mai
125 NOV	
John McLoed	Hon
Curt Crosbie	Yam
Dave Borruso	Yam
100 NOV	
Tim Gray	Hon
OT/VET	
Bill Verbiscio	Yam
Al Baumann, MD	Yam
100 EX	
Ted Cabral	Suz
80 NOV	
Mike Holmes	Yam
Bill Johnson	Yam
Dave Jorgensen	Hon

Sprockets MX
Bakersfield, Cal

CMC MX
Saddleback
Orange, Calif.
Feb. 29, 1976
By Joel Jamieson

MINI JR	
Reid Barnt	Bar
Dede Cates	MM
Mike Toycen	Yam
MINI EX	
Chris Heisser	Yam
Dean Cates	MM
Rick Atkins	Hon
100 JR	
Lyle Babi	Hon
Joe Brinkley	Kaw
Jim Cote	-
125 PRO	
Marty Smith	FMF
Warren Reid	FMF
Gary Denton	DG
125 INT	
Ritchie Kawana	MM
David Burgess	Hon
Ken Morgan	TM
125 JR DIV I	
Mike Eddy	Hon
Marty Smith	Hon
Eugene Howard	Suz
125 JR DIV II	
Larry Morton	Hon
Dean Adkins	Hon
Marc Halliburton	Pen
250 PRO	
Marty Smith	FMF
Ron Turner	Suz
Jeff Vidic	Mai
250 INT	
Rockey McKee	Suz
Luc DeLey	Suz
Wayne Case	Hon
250 INT II	
Chris Burgeson	Suz
Mark Van Camp	Mai
Bill Boyer	Suz
250 JR	
Daniel McKinley	Mai
Kym Kirschenmann	Suz
Rick Lucas	Suz
500 PRO	
Bill Rubly	FMF
Rich Eirstedt	Hon
Val Tamietti	Mai
500 INT	
Greg Smith	Mai
David Moates	Suz
Rory Holladay	Mai
500 JR	
Mark Blanet	Mai
Shawn Underwood	Yam
Bill Smith	Suz

Riders M.C.
TT Scrambles
Elsinore, Calif.
Feb. 29, 1976
By Maureen Lee

MINI 100 COMB	
Chris Cannon	
Steve Karsten	Kaw
Pete Hames	Yam
125 AM EX	
Mike Tidwell	Yam
Steve Woskoski	Yam
Danny Perkins	Hon
OPEN AM	
Steve Tinsley	Bul
Jim Redding	Yam
Bill Cervera	Bul
250 AM-EX	
Eddie Beeson	Yam
Mike Tidwell	Yam
Greg Zehner	YZ
OPEN EX	
Don Grigsby	Yam
Steve Fortune	Yam
Rex Hailey	Yam
125 NOV MAIN	
Jim Speigle	Yam
Jim Strain	Hon
Steve Griffith	Yam
250 NOV MAIN	
Steve Loomis	Yam
Steve Colford	Bul
Mitch Zehner	YZ
OPEN NOV MAIN	
Stan Kemp	Hon
Wayne Melanson	Yam
Larry Hedstrom	Yam

W/ERA Regional
Road Race
Willow Springs, Calif.
Feb. 28-29, 1976

410 PROD	
Mike Rainey	Yam
Jay Smith	Yam
Dave Ramsey	Yam
750 PROD	
Dave Breetwor	Tri
Charles Simmon	Duc
Pierre Roches	Kaw
OPEN PROD	
Jim Haberlin	Tri
Dave Breetwor	Tri
410 CAFE	
Mike Rainey	Yam
Jay Smith	Yam
Dave Ramsey	Yam
750 CAFE	
Dave Breetwor	Tri
Tom Hayner	Yam
Mike Rainey	Yam
OPEN CAFE	
Jim Haberlin	Tri
Dave Breetwor	Tri
Bruce Henderson	Nor
250 GP	
Greg McKee	Yam
Al Collins	Yam
Joe S. Tamas	Yam
500 GP	
Al Collins	Yam
Jeff Gerken	Yam
Les Bischoff	Yam
OPEN GP	
Jim Haberlin	Tri
Dave Breetwor	Tri

Oak Hill MX
Alvord, TX.
Feb. 8, 1976
By D.H. Nielsen

JR MINIBIKE	
Jay Zea	Yam
Lance Neckar	Hon
Bryan Abernathy	Hon
Greg Williams	Yam
SR MINIBIKE	
Tony Nielsen	Hon
Tim Butler	Yam
Robby Wilson	Hon
Mike Medley	Yam
OVER 30	
Mike McGraw	Yam
Dwight Leatherwood	Suz
Craig Carlisle	Pen
Jake King	Suz
100cc NOV	
Marvin Saunders	Suz
David Greenhill	Pen
James Roberts	Hon
Eric Eames	Yam
125 NOV	
Jackie Willis	Suz
Howard Lewellen	Yam
Dale Williams	Hon
Ty Thomas	Yam
250 NOV	
Rick Ivy	Suz
Willie Turlington	Hon
Ricky Prailey	Hon
Wayne Ratliff	Hus
125 INT	
Dennis Bishop	Hon
Bruce Hallmark	Hon
Robbie Pannell	Bul
Sean O'Brien	Bul
125 EX	
Richard Reeves	Hon
Eddie Roberts	Yam
Doug Cook	Yam
Danny Doss	Hon
250 INT	
Jim Litterer	Suz
Brian Wilson	Yam
Mark Fischrupp	Suz
David Gigax	Suz
250 EX	
Ricky Kidd	Hus
Jeff Kring	Yam
Mitch Milson	Bul
Darrell Hollingshead	Hus
OPEN INT	
Charlie Backus	Suz
Richard Davis	Hus
Mike McGraw	Yam
Joey Skinner	Kaw
OPEN EX	
David Fox	Suz
Jeff Kring	Yam
Sam Womack	Suz
Ricky Kidd	Hus

D-36 Indoor SS
Santa Rosa, Cal.
Feb. 13, 1976
By W.H. Spencer

80 NOV	
Ron Hammerich	Kaw
Gary Blodgett	Yam
80 JR/EX	
Ted Cabral	Suz
Joe Armtrout	Yam
100 NOV	
Mike Hammerich	Kaw
125 NOV	
Kevin Gonzales	Hod
Eric Kiser	Yam
125 JR	
Rich Estrada	Yam
200 NOV	
John Guy	Bul
Chip Mesheir	C-A
250 NOV	
Kent McConnell	Bul
Bill Miner	OSS
250 JR	
Bob Boten	Suz
Rick Caldwell	Bul
360 NOV	
Jim Hartbauer	Hon
360 JR	
Dave Stephens	Bul
Chuck Gondala	Yam
250 EX	
Duane Yarrow	Yam
Rick Delacy	Yam
Tim Skov	Bul
360 EX	
Jim Mertens	Yam
Dennis Robinsoon	Yam
Dave Faria	Yam

MRA Road Race
PMI, Pueblo, Colo.
Feb. 22, 1976

BEGINNERS	
Vic Burlish	
John Flieder	
Leon Lux	
LTWT PROD	
David Phelps	
MIDDLEWT PROD	
Rusty Sharp	
Rod Ratzlofft	
G. Witte	
HEAVYWT PROD	
David Korth	
MIDDLEWT CAFE	
Bruce Sass	
Rusty Sharp	
David Korth	
HEAVYWT CAFE	
David Korth	
Dennis Zickrick	
OPEN CAFE	
David Hale	
LTWT GP	
David Ebersole	
David Phelps	
J.C. Waterhouse	
MIDDLEWT GP	
Bruce Sass	
Mike Brooks	
Dennis Korth	
HEAVYWT GP	
Keith Pestonik	
Bill Vickery	
Tom Bowen	

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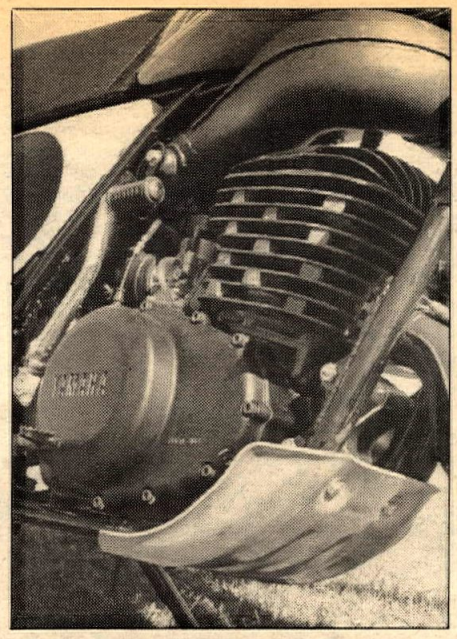
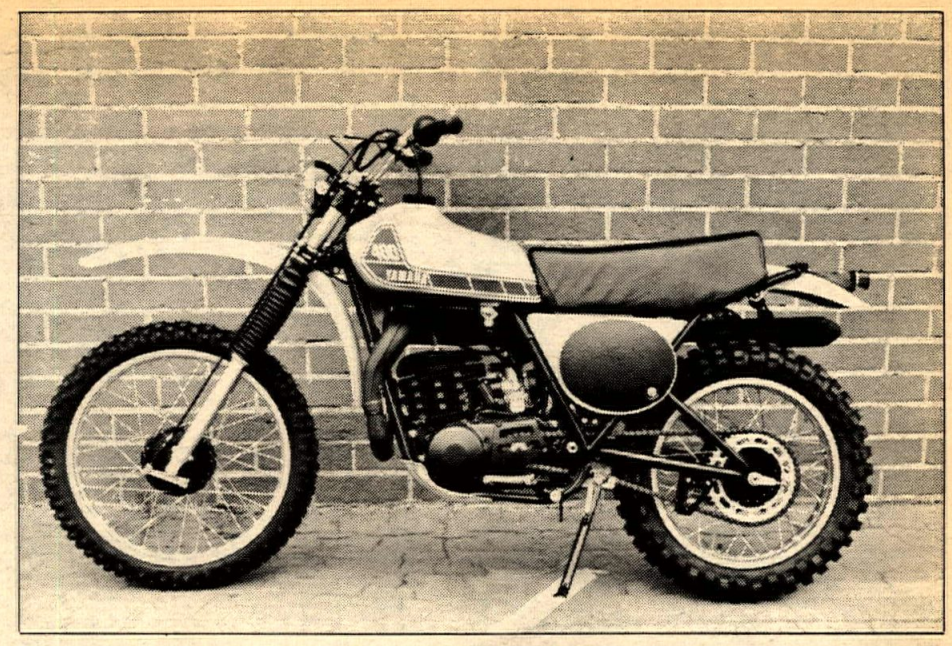
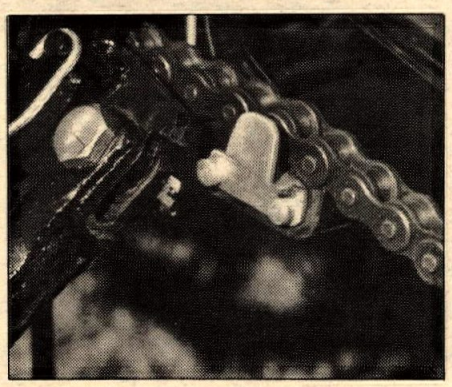
YAMAHA IT400C IMPRESSION

Yamaha puts it to the com

petition!







PHOTOS BY JACK HARWOOD

Yamaha paid more than lip service to the enduro label with the IT 400C with a proven chassis and engine combo the Yamaha people added accoutrements that spell "enduro" from chain tensioner, rock guard, skid plate, sparse lighting to rubber booties. The IT is the best Japanese enduro/six day motorcycle on the market.

LARRY LANGLEY

By Larry Langley

YAMAHA was generally credited with detonating the trail bike explosion with the introduction of the DT-1 so long ago (can it be eight years already?). Many models have come and gone from Yamaha, including many so called "enduros." Meanwhile, the Yurpean manufacturers produced most of the highly competitive enduro or Six Days type models which were gobbled up by a demanding riding public. Honda became the first Japanese manufacturer to offer such a serious enduro bike with the introduction of their MR-175 followed by the MR-250. Yamaha countered with their XT/TT-500, as a response to the thumper revival. Now Yamaha has the big bore off road market completely covered with the IT 400C.

Many enduro riders have been waiting for months for this bike following its publicity picture debut. (Dealers received just one each from the initial shipment with more on the way.)

The Yamaha IT 400C ranks at, or near, the top of its class depending on personal preference. Make no mistake, the new Yamaha is a serious enduro/Six Days motorcycle. It will win enduros with the right rider aboard. The best part is that it doesn't take an Expert to ride it. Unlike some high-strung motorcycles, the IT 400C is a completely tractable ride, thanks to a combination of components.

The 397cc engine is basically the same as the 400 MX with three important changes. The first is the addition of a flywheel to tame the power pulses down. The second is a quieter and somewhat restrictive exhaust system that further tames the engine (which wasn't all that peaky in the first place). The third important modification was the addition of a wide ratio transmission more suited to enduro and off road riding in general. Some of the desert racers will undoubtedly be interested in this bike, or at least the transmission. Stock, it will do about 85 mph with no sweat. Low gear will pull down to a fast crawl but it could come down one more tooth on the countershaft for more enduro versatility. That would still leave it with a top speed of 75 or so. More than enough. Desert racer types will probably leave the gearing alone, or go the other way.

Yamaha has chosen not to equip the bike with the new air forks as on their YZ but you won't miss them. After changing fork oil to 15 weight (a mixture of 10 and 20) we both thought the forks were superb. They soaked up all the soft stuff and still worked when crashing into the rough. Wish I could say the same for the rear suspension. The monoshock unit of the IT 400C comes with a little over seven inches of travel but didn't feel quite right. We couldn't put our finger on exactly what was wrong but the monoshock seemed harsh. Some dialing in by a savvy dealer may correct things. It would probably be a mistake to set it up like the desert racers do. Enduro riding is quite different and at different speeds over more demanding terrain.

Yamaha didn't skimp on the goodies, though. A nice big 3.1 gallon plastic tank catches the eye immediately. A screw on cap which doesn't leak hides a nice big hole for easy filling. The tank is transparent so you can see how much gas is left. The shape may displease some riders. It is fairly wide at the rear, and if you are the type who likes to grip the tank with your legs you won't like the shape. A change to a fat/skinny type tank will straighten things out for you if you're so inclined.

The 8.5 inch travel forks are protected with a very nice set of fork covers to keep those seals from digesting dirt. (A must for eastern or northern enduros where mud eats seals alive.) The front DID rim (the *good DID*) is laced to a magnesium hub which has a speedometer drive attached. It appears the drive will fit regular MX hubs also. A Bridgestone 3:00 x 21 knobby is fitted and worked surprisingly well. For desert enduros a six-ply tire for rock protection would be a good idea. Just a speedometer is mounted; no tach is fitted nor needed.

A skimpy-looking skid plate is underneath but closer examination reveals surprisingly good case protection, at least from below. Side protection is minimal and if you are concerned about rocks attacking the magnesium side case, a better accessory plate can be had for a reasonable price. The front fender comes equipped with an add-on extension for more protection from mud and such. Nice touch.

A large 35 watt headlight is fitted along with a small enduro type taillight. The bike is not street legal by any sense of the imagination but come Greenhorn time, there will be a number of them sporting license plates. A wire rock guard offers a means to stuff foam for rock protection; otherwise it's more cosmetic than anything.

The side covers come off with the removal of one screw, revealing dual air filters fed through rubber scoops that intake from under the sides of the seat. Should be fairly waterproof.

The exhaust is quiet and as I previously mentioned, a little restrictive. That's not the whole story; it could be worse. Yamaha supplies with the bike a kit for California only; a tailpipe cover which has a teeny little hole for the exhaust to exit. It may be super quiet, but it has to choke off any horsepower the bike puts out. Also included in the kit are two intake plates with smaller holes for restricting the air into the filter. I wonder if the bike will even run with the kit installed. Seems like overkill. A forestry approved spark arrestor is included so Smokey won't get ya!

Now for the nitty gritty. How does it go? Right fine. The engine is an enduro rider's delight, torquey yet able to get it on when required. Six Day riders will tune for more horsepower but most enduro riders will be content with the ample output of the stock engine. It climbed some pretty cobby steep hills and it had plenty of low end grunt. It's not overly light at around 249 lbs. dry but it wasn't ponderous either. Bombing down some sandwashes with desert type whoopers was no problem, just sit back and dial it on. The monoshock seemed vague at times and transmitted some harshness in the choppy stuff.

Ground clearance was quite good with 10 inches claimed. The high pipe helps things out here. Since it tucks over the engine it is completely out of the way of the rider, exiting just behind the right number plate.

The spokes required only minor adjustment after 150 miles which was a relief.

The tank decals peel off rather easily spoiling the looks. Once they start to go, you might as well take them completely off. Fenders are blue plastic to match the tank, and should be reasonably unbreakable.

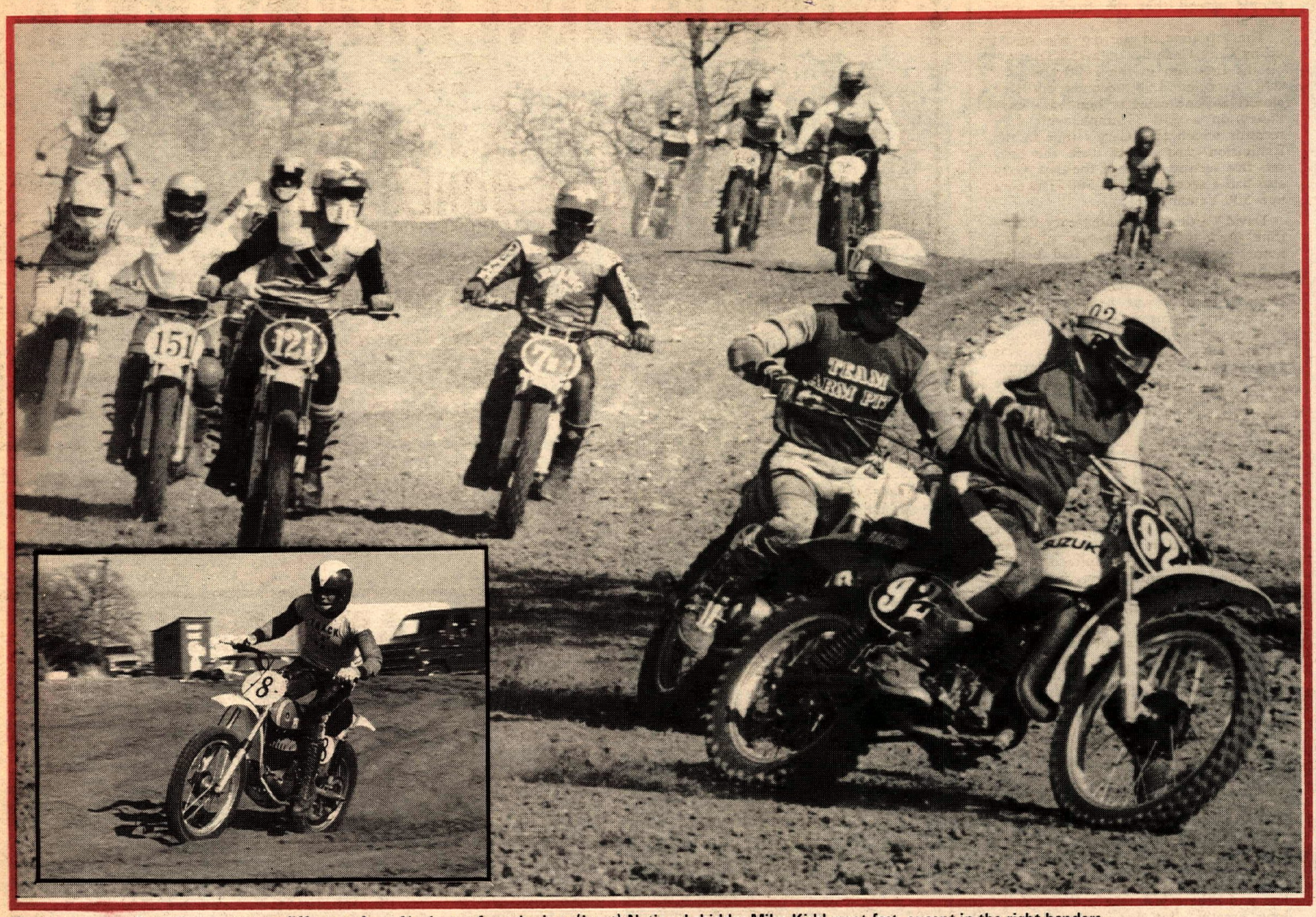
The 38mm Mikuni carburetor has a healthy appetite for pre-mix. A lot of riders will go to an even bigger tank for long races.

All in all, Yamaha has produced a motorcycle that will provide some serious competition in the big bore enduro class. They now offer a complete variety of motorcycles for any taste. What next? Probably an IT 250 if the 400 goes over well. It can't miss . . . ●

Specifications

DIMENSIONS/WEIGHT	
Overall length	83.26 in.
Overall width	36.02 in.
Overall height	46.06 in.
Wheelbase	56.1 in.
Minimum Ground Clearance	10.04 in.
Seat height (unloaded)	34.84 in.
Dry Weight	249 lbs.
ENGINE	
Bore/stroke	85 x 70mm
Displacement	397cc
Compression ratio	7:57 to 1
Lubricating system	pre-mix, 20:1
CARBURETION	
Type	Mikuni VM38SS
Venturi size	38mm
Main jet	360
Needle jet	P-4
Transmission ratios	2.538/1.706/ 1.300/1.000/0.769:1
CHASSIS	
Front suspension travel	215mm (8.464 in.)
Rear wheel travel	180mm (7.008 in.)
Steering lock-to-lock	49 degrees
Trail	5.42 in.
Front tire	3:00 x 21 in.
Rear tire	4:50 x 18 in.
CAPACITIES	
Gas tank (plastic)	3.1 gal.
Transmission	1000cc SAE 10W/30
Front fork leg (each)	246cc SAE 10W/30
Suggested list price	$1485

CENTRAL PIPELINE



PHOTOS BY DAVE NIELSEN

The 250 Intermediates demonstrate a difference from Novices — front brakes. (Inset) National skidder Mike Kidd went fast, except in the right handers.

No Kidding at Oak Hill MX

By Dave Nielsen

ALVORD, TEX., FEB. 8

About an hour north of Fort Worth lies the Oak Hill Motocross, amid a rolling cow pasture scarred with deep arroyos that have cut the clay-sand terrain into a natural, fully visible race track. There is, in fact, an oak or two on the "Hill" but the course winds back and forth in a gentle valley devoid of trees, offering ideal spectating. Owner Dicky Clements and crew have laid out a beans and balls circuit, with a choppy, 60 mph downhill straight and power-sucking, long uphills, along with drops in and out of the gullies. Oak Hill is still relatively undiscovered among the myriad of second-Sunday tracks in north Texas, but good, low-key organization and excellent track maintenance will no doubt be boosting today's 154 rider turnout as the months pass.

Husqvarna's Ricky Kidd was a good bet for a 250-Open Expert sweep in today's event until the last lap of the Open final moto, when his flywheel loosened, opening the door for David Fox, overall winner on a Hardwick Suzuki. Kidd dominated the 250 class, while Jeff Kring (Yam) put in another unstoppable performance, taking second in both classes.

The talent-laden 125 Expert motos had everyone at trackside, watching Danny Doss and Richard Reeves duke it out aboard a pair of ultimate Hondas.

Richard Reeves on top.

Quick Eddie Roberts (Yam) started close to Danny, but dropped his Mono in a hairpin after only half a lap. Reeves then took chase position, but had to settle for a close second at moto's end. The final round saw Reeves pumped and leading, forcing Doss to push a little too hard and go down fighting for the lead on lap two. His bike was loaded and wouldn't crank up for over a minute, leaving a battle for second overall won by Roberts (4-2) ahead of Doug Cook (Yam, 3-3), while Doss' 1-7 picked fourth place from the $600 purse.

A super 125 Intermediate race finally went to Team Armpit's Dennis Bishop (Hon) over first moto winner Bruce Hallmark (Hon) after an all-day duel. Bishop would have won the 250 class as well, except for a shredded throttle cable on his Bul, which threw the overall into a three way tie among class winner Jim Litterer (Suz, 4-2), Brian Wilson (Yam, 3-3), and Mark Fischrupp (Suz, 1-5). The day's closest finishes occurred in the Open Intermediate second moto, as Charlie Backus (Suz) edged Richard Davis (Hus) by a wheel for class honors, and Mike McGraw (Yam) nipped Joey Skinner (Kaw) for third overall.

Results in Results Section. ●

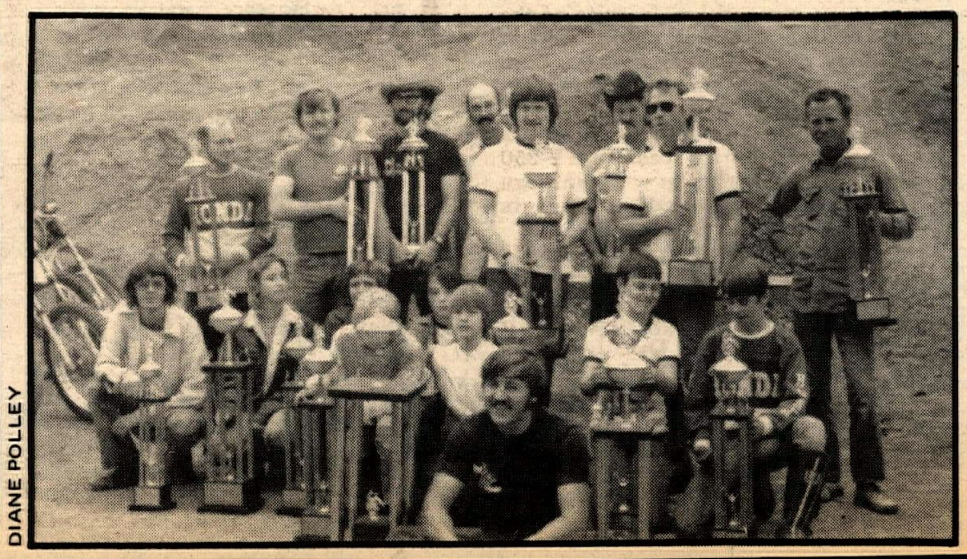
Texas hillclimbing season off to roaring start

By Diane Polley

DALLAS, TEX., FEB. 15

The 1976 Texas hillclimb season started February 15 in Dallas at Lucky Landing with a few surprises, several new bikes and lots of visiting. The awards for the 1975 Championship Series were given out before the climb started and most

The 1975 Texas Hillclimb Champions are planning on opening a trophy store.



DIANE POLLEY

people agreed that the trophies were very nice.

The top time of the day was sewed up by Gary Chandler on a 750 Triumph on his first run in the 1500 class. He shot over in 4.93 seconds and the closest anyone came to him was Henry Polley on a 650 Triumph with 4.97 seconds which tied Gary's time in the Exhibition class. These were the only sub five second times of the day. Gary also had a second on the 500 class on a new 500 Yamaha.

David Carder (Bul) and Henry Polley (Suz) had the rare pleasure of going home knowing that they had beaten Will Alford in the 250 class. That is something that is hard to do and Henry's second was just as nice as David's first in this instance.

Another Polley who had people setting up and taking notice was 12-year-old Mike. He locked the throttle on his YZ 80 Yamaha wide open in the Mini class and flew over in 8.65 seconds in the first found for first. He also rode a 125 Suzuki in the 125 Enduro Street class and after running out of gas on his first run, he turned it on and set a 10.15 second time for first in that class also.

Sunny Homes also rode a new bike into the gold. He took his 125 Honda Elsinore over in 6.79 seconds for a first and then just to show that it was not an accident he took his 200 Bultaco over in 6.2 seconds for another first. Sunny had to sweat a little about the 200 class though because Norris Meeks and Tommy Elkins were only one and two tenths of a second slower and that is just a blink of an eye.

After one of Tom Hairston's rides on his 1000 Triump someone told him that they thought he and Mike Jones were afraid of their big bikes and Tom gave as very astute answer. He said, "After me running into a wall and Mike crashing you can bet I'm scared of it."

Watching the men who ride the big iron get themselves ready to go on the line is a show in itself. It is generally agreed that they can do most anything they want to, to get psyched up for their rides. Some of them look as if they are saying a prayer before they leave the line and others just take a lot of deep long breaths, but none of them just come to the line and blast off.

A new member of the big bike club was accepted after the climb. Randy Lay took Jim Wilson's 800 Triumph for a spin and decided that that was the life. After a little gentle persuasion Randy talked Sunny Holmes into trading his 800 Triumph which he doesn't ride much, for a 500 Yamaha. After the trade Randy was walking on air, and Sunny was trying the hill with the Yamaha. A fitting end to a nice day. ●

NTTA ride-off

By Bill Curts

GAINSVILLE, TEX., FEB. 1

N.T.T.A. held an Observed Trials at the Red River Motorcycle Ranch West of Gainsville, Texas. The sections, set up by Trialmaster, Tom Batchelor, contained a variety of obstacles which made the event very competitive. In spite of the tough sections two Novice riders were at their tops, riding with no mistakes. Both riders completed the 30 sections in perfect form by not scoring one penalty point. Rick Keen on his Honda TL-125 and Less Start on his Yamaha TY-250 rode their motors across rocks through water up hills and around tight turns in a way all Trials riders dream.

In order to break the tie a "ride-off" was held. They had to ride an extra section three times (a section that the Experts had been riding). Rick rode it first and "cleaned" it. Then Less took one penalty point when he dabbed as he made a turn out of the mud to go up a hill. Less did the same on his next two rides — as Rick "cleaned" the section all three rides. Thus Rick Keen was the top rider for the day riding 33 sections and cleaning everything. ●

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

March 5

CMC NITE MX
Irwindale Rcwy., take 210 Fwy. to Irwindale Ave., Irwindale, CA. Gate open 4:30 pm, prac. 6, race 7:30. Entry $6. Memb. req. 213/334-4949.

March 6

MEXICALI TO SAN FELIPE CROSS COUNTRY
Bikes only. 3 classes + PP. Secret course. $100 Experts, $50 others. 50% p.b., fin. awards, contingency awards. Entries from Baja Racing Assn., Box 1803, Calexico, CA. 92231. 714/352-3767.

March 7

B.O.R.R.A. GRAN PRIX
23 mi. W of Blythe, Calif. I-10 & Chuckawalla Rd. Riders meet 9 am, race 10. Entry $12. 714/922-8500.

CYCLE WORLD MX RANCH
Downtown Bullhead City, AZ., on the Colo. River. 1-1/3 mi. GP course. Entry $6 sptsmn., $15 Pros. 100% p.b. Memb req. $1 extra non-memb. Gate open 7 am race 10. (AZ time). Free camping. 602/757-8303.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323,

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Shadow Glen cs. 3 motos. 30% trophies. 2 long motos & cash to Ex. All classes. No memb. req. Gate open 7 am, race 9:30. $3000 med. cov. 213/830-7519.

15th ANNUAL CHICKEN ENDURO
Clearcreek area, Los Gatos Cyn/Pacacho Store. Near Coalinga, Calif. Entries close Feb. 18. Drawing; Straw Hat Pizza West & Ashlan Ave., Fresno, Calif. Feb. 22 1:00 pm. Entry $10. $3 extra for 3 man team. No PP. Start 8:01 am. 3/SASE Pathfinders MC, PO Box 106, Fresno, Calif. 93707. 209/439-9122.

DRA SILVER BEAR H&H
80 mi. point to pint run. $15 mail, $20 post. Must be DRA memb. or ride pie plate Ex. Memb. $15. Entry & 2 sase to Silver Bear, Box 2605, California City, Calif. 93505. 714/373-4647.

D-36 SEMI PRO HALF MILE
Orland, Calif. All classes. Spec. 750 class for Jr/Ex. Gate open 7 am, race noon. Minis too. Entry $4 mail/$6 post. Sil. req. Aragon MC, PO Box 1311, Novata, Calif. 94947. 415/892-5350.

MINI EUROPEAN SCRAMBLES
15 mi. E of Lancaster, Calif. on Ave. J. Start 1 pm. Entry $4. 50% trophy. Sign up & prac. noon. 213/324-4747, 360-9287.

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DeAnza Park, Sunnymead, Calif. Each class goes 40 min. All classes inc. minis. Entry $7 post only. Gate open 7 am, prac. 8, race 9. 714/688-1291.

COYOTE DERBY ENDURO
Lucerne Valley, CAlif. Limed from Y Cafe in Lucerne. Key time 7:00 am. Entry $9 (D-37 mem); $11 non-memb. 3 loops mtn. & desert. C Rider 1 loop; B-2 loops; A all. Spk. arr. req. Drawing Mar. 1, 8 pm, Miraloma Inn, 3291 Miraloma, Anaheim, CA. Chaparrals MC, PO Box 1004, Los Alamitos, CA 90720. 714/528-3007.

CMC HARE SCRAMBLES
Argyll Park , 11 mi. S of Dicon, Calif. Hwy. 113. Sign up 7:30 am, minis start 8 am. Entry $8 mail, $15 post, Ex/Pro $15 post only. CMC, P.O. Box 601, Dixon, Calif. 916/678-3592, 678-9903.

PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster, Calif. Ave. J. Start 10 am. Entry $6. 40% trophy, 4-9 mi. loops. All classes. Minis 13 yr. limit. Greyhound MC. 213/324-4747, 360-9287.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Calif. 92626.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy.41, signs posted from North Fork turnoff. CMC sanction. Signup 6:30-9 am, prac. 9, race 9:30. 100% p.b. to post, $15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

D-36 ROUGH SCRAMBLES
La Grange Rodeo Grounds, 32 mi. E. of Modesto, Calif. on Hwy. 132. Sign in 7:30-10 am, prac. 9-10:30, race 11:30. Entry $4. Ex. $4 gate, $2.50 sign up + $25 for each Ex. class (8 or more) 7 or less $10. 100% Semi Pro p.b. Westside Eagles M.C. 209/524-7013, 883-0206.

AME MOTOCROSS
Spillway Park, Santa Maria, Calif. U.S. 101 to Santa Maria bed, take Broadway turnoff. Sign up 7 am, prac. 8:30, race 9. Entry $6/$11 Pro $4000 med. ins. Camping, 100% p.b. to Pros, 30% brass. AME memb. req. 805/937-6171.

STARBUCK MX
5 mi. W. of Starbuck, WA on St. Hwy. 261 near Lyons Ferry. All classes. Sign up 7:30-10 am, prac. 8-10, race 11 am. Entry $5. Dayton Jaycees. 509/382-2573, 382-4658.

DRAG RACE IN THE DIRT
Carnegie Cycle Park, Livermore, Calif. Sign up 7:30-10:30 am, race 11 am. Entry $4 gate, $3 sign up, $1 watch. No sanction. Dirt & street bikes, all traction & classes. 408/251-3331.

DAYTONA INTERNAT'L ROAD RACE
Daytona International Speedway, Daytona Beach, Fla. Camel Pro Series 200 Mi. National Championship. $57,000 Ex. purse. Start 1 pm. 8 pm, Victory Banquet.

MOTOCROSS
Edwards AFB, Cal. Antelope Valley Fwy. to Rosamond. Rosamond Blvd. to Edwards. Corner Forbes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry $5. Same day brass. No Pro class. No spec. fee. Desert Wheels MC. 805/258-4250.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 200% p.b. to Ex. 30% brass to others. Entry Ex. $15. Others $8. Sil. req. RT. 2, Box 143C, Brentwood, CA 94513. 415/634-3328, 634-2086.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Calif. Entry $8. Gate $3. All classes + Minis. Gate open 6:30 am, prac. 8, race 8:45. Same day brass. Mail entry $5. Simi Valley MC, 3636 E. Woodhaven, Simi Valley MC, 3636 E. Woodhaven, Simi Valley, Calif. 93063. 805/527-8793.

D-38 RABBIT RUN
Superstition Mtn. area. Marked from old Hwy. 8 & Huff Rd. Entry $7. AMA cd. req. D-37 welcome; no extra chg. Sign up 7-9 am Sat. Sun. 7 am. Riders meet 9 am. Race 9:30. BLM approv. Dirt Riders Unlt. 714/292-0540.

D-35 HARE SCRAMBLES
N of Nixon on Hwy. 34, 60 min. from Reno, Nev. 100 mi. Maynard Idleman Benefit. Start 10:30 am. Entry Sptsmn. $10/Semi Pro $15. 50% p.b. 2-50 mi. loops, virgin run. Camping ok. Western States Racing Assn. & Dirt Diggers North MC. 707/972-1853.

B.O.S.S. CMC SEMI PRO MX
Sacto. OHV Park (Formerly McGills) off Hwy. 50 in Rancho Cordova, Calif. Sunrise Blvd. to White Rock, follow signs to track 7 mi. Nov. sign up 7 am, race 9; Ex/Int sign up 12 noon, race 1:30 pm. Entry $8, Pro $15. 100% p.b. to Pros + 10% Pro fund. 30% trop. All classes inc. minis. 916/635-5240.

SEMI PRO MX
Carnegie Cycle Park, Livermore, Calif. Sign up 7 am, prac. 7:30-8:30, race 9 am. Entry $7 mail/$9 post. Ex. $15. 100% p. bl to Ex. 30% brass, minis 100% brass. All classes. Norcal Motocross, PO Box 1918, San Leandro, Calif. 94577. 415/352-5200, 278-4269.

D-36 MOTOCROSS
Plymouth Raceway. From Sacto, Hwy. 50 to Hwy. 16, E. to Plymouth, Calif. Gate open 6 am, sign up 7, prac. 8, race 9. Entry $8/$15 Ex. Watch $3. 100% p.b. to Ex. 916/961-3083.

AMC CARLSBAD
Carlsbad Rcwy., Carlsbad, Ca. Gate open 6:30 am, race 9. No mail entry, $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/532-3923.

March 12

CMC NITE MX
Irwindale Rcwy., take 210 Fwy. to Irwindale Ave., Irwindale, CA. Gate open 4:30 pm, prac. 6, race 7:30. Entry $6. Memb. req. 213/334-4949.

INDOOR MC SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave. Los Angeles, CA. Selling spaces $7/$12. R.G.C., P.O. Box 400, Maywood, CA 90270. 213/588-7310.

March 13

D-36 SCRAMBLES
Sacramento Rcwy., from Sacto, take Hwy. 50, E. to Bradshaw Rd & N to Rcwy. Gate open 5 pm, sign up 5-6, prac 6-7, race 7:30. $5 ride, $3 watch. 209/267-5977.

March 13-14

ATA ST. PATRICK TWO-DAY TRIAL
Texas, Canyon. Take 5 N to 14, take Sierra Hwy. exit 10 mi to Canyon. 2nd round of State Championship. Start time determined by post mark. Different 20-mi. loop each day. 1 st rider out 9:01 am. Mail $12—2 sase to V.O.T.E., 5700 Etiwanda No. 201, Tarzana, Calif. 91356. Post $16. $2 extra non-memb. 213/981-2317.

FAMILY ENURO POKER RUN
California City, Calif. Camp "C". Limed from Calif. City. Adults $8/$6 14 & under. Smuggler Trailer Sales, 10624 Midway Ave., Cerritos, Calif. 90701. 213/924-2389.

March 14

CRC CANDYASS FAMILY ENDURO
Sidewinder Rd., Barstow, Cal. 2 loops. Start 8:01 am. 20% trop. $ fin. pins. Mail $10 & 2 sase to CRC, 7601 Arlington Ave., Riverside, CA. 92503. CRC memb. $2 discount. No ex. chg. Fam. tms. 2 & 3 man tms. add $1 per rider. $12 post entry. 714/689-6114.

MOTOCROSS
Rawhide Cycle Ranch, Elsinore, Calif. 2 mi. E of Hwy. 71 on Hwy. 74. Start 9 am. Entry $6/$10 mail, $12 post. $750 Pro purse. Bob Hunter, 9356 Parrot, Downey, Calif. 90240. 213/928-4552.

AFM ROAD RACE
Sears Point Rcwy., Hwy 37 & 121 in Sonoma Co. All classes. 1st pt. race of '76. Pre entry by Mar. 10, $15, + $7 each xtra class. Post $18/$8. Gate open 8 am, prac. am, race pm. Pre-entry to AFM, 34077 Paseo Padre Pkwy., Apt. 133, Fremont, CA 94536. 415/547-2947.

DRAG HILLCLIMB
De Anza Cycle Park, 10 mi. E. of Riverside, CA on Hwy. 60-take Theodore off. Stk. & Mod class Sil. & kill swit. req. No chains. Sign up 7-9 am. No. 3 gate, $6 entry, $2 watch. 714/653-5840, 653-7979.

B.O.S.S. CMC SEMI PRO MX
Marysville, Calif., under the "E" St. Bridge. Entry Pros $15/ Nov/Int, $8. 100% Pro p.b. + 10% to pt. fund. 30% brass. All classes inc. minis. Nov. race 9 am, Ex/Int race 1:30 pm. 916/635-5240.

SRA OFF ROAD RACE
Carlsbad Rcwy., Carlsbad, Calif. First of 3 race series. 1 hr on 3.5 mi. course. All classes. Fin. pins + 20% brass + 2 new motorcycles awarded at drawing to riders of all 3 events. SRA 213/320-1015.

CMC ROAD RACE
Willow Springs, CA. Hwy. 14 to Rosamond, W on Rosamond Blvd. Rcwy on R about 5 mi. Gate open 7 am, sign in 7-10, prac 9, race noon. Entry $12 pre/post $17. All classes. Trophies & cash. Pat Manning, 3407 W. Olive, Burbank, Calif. 91505. 213/842-7433.

MARATHON
Fremont Raceway, Fremont, Calif. 2 man-2 hr. Open 7:30 am. Minis 8-9, $4 ride-$2 watch; 125-9:30; 250-noon; Open-2:30, $8 ride-$2 watch. 30% brass. 415/327-4461.

APACHELAND GP
6 mi. SE of Apache Jct., AZ, on U.S. 80. Limited entry. closes Mar. 1 - 2/sase & $12 to Apacheland GP, PO Drawer "E", Mesa, AZ 85201. Post entry $25. All classes/minis/PP/Hacks. Sun M.C. & Mesa Jaycees. 602/945-4433.

D-37 NUTCRACKER II H&H
Lucerne Valley, Calif. Limed from Y-Cafe in Lucerne to good ol' Soggy Dry Lake. 2-40 mi. loops. Entry $8. 10 am start. Desert Squirrels MC. 213/442-7562.

D-36 ROUGH SCRAMBLES
La Grange Rodeo Grounds, 32 mi. E. of Modesto, Calif. on Hwy. 132. Sign in 7:30-10 am, prac. 9-10:30, race 11:30. Entry $4. Ex. $4 gate, $2.50 sign up + $25 for each Ex. class (8 or more) 7 or less $10. 100% Semi Pro p.b. Westside Eagles M.C. 209/524-7013, 883-0206.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 200% p.b. to Ex. 30% brass to others. Entry Ex. $15. Others $8. Sil. req. RT. 2, Box 143C, Brentwood, CA 94513. 415/634-3328, 634-2086.

PERRIS TT GP
Perris, Calif. Take Hwy. 74 to Ellis St., Perris. Mail entry only $10. Start 8:30 am. 30 laps, all classes & OT. Gate open 6 am. R.A.B.I. Racing Assoc., 314 E. Whittier, Hemet, CA. 714/925-2871.

CMC SEMI PRO SHORT TRACK
Sand Hill Ranch, Brentwood, Calif. Start 11 am. Entry $5 100% Ex. p.b. Class C traction. 415/634-3328, 634-2086.

4th ANNUAL WILD HARE SCRAMBLES
Plymouth Rcwy., Plymouth, Calif. Hwy. 16 E. from Sacto Hwy. 50; Hwy.19 E. from Placeville Gate open 6:30 am, race 9. Entry pro $6/$8 post. $3 watch. Sacramento Jammers MC., 6733 Hillglen Wy., Fairoaks, CA 95628. 916/967-3949.

MC SWAP MEET
National Guard Armory, Concord, Calif. Swap space, $5 in advance, $7.50 at gate. To reserve space send $5 to Ed Green, PO Box 2415, Napa, Calif. 94558. 707/252-3133.

AMA SEMI PRO MX
Santa Cruz Cty. Fairgrounds. Hecker Pass Rd., Hwy. 152, Watsonville, Calif. Prac. 8-9, race 9:30 am. Entry N/A $6.50, Ex. $15, 100% p.b. Ex. Ridgerunners MC. 408/426-3237.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

D-36 INDOOR SHORT TRACK
Hwy. 395 N of Reno to Reno Park, Nev. Sign up 8-10:30 am, prac. 10-11, race 12:30 pm. All classes + minis. Entry $5. Spec. $2.50. 702/972-8376, 972-8888.

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. on 395. Turn at Border Town Bar & follow the black top to blue building. Reno, Nev. Classes 100cc-360 N/A/Ex. Mini 60/80/100. Sign up 8-10:30 am, race 12:30 pm. Entry $5. Reno Park MC, 9495 Fremont, Lemon Valley, NV. 89508.

CRC MX
DeAnza Cycle Park, Sunnymead, Cal. All classes. 30% trop. Cash to Ex. Free camping. Gate open 7 am, race 9:30. $10 Ex., $6 sptsmn., non memb. add $2. 213/830-7519.

PITS SPRING TRIAL
Murderers Gulch, Calif. I-80 E from Sacto, R at Foresthill exit, over big bridge, follow signs. Sign up 8:30-10 am, riders meet 10. Start 10:15. Entry $3 memb, $4 non-memb. Sacto PITS. 916/885-4062.

CENTRAL

PRO/AM MX
Oak Hill MX, Alvord, Tex. N. from Decatur on Hwy. 287-81 six mi. Exit at Mt.Zion Rd. Follow signs. $600 purse. 4 ft. brass & overall team trophy. Entry Nov $4, Int. $5, Sr. $7. Split prog. mini/Nov 10:45; Int/Sr 2 pm. 817/427-2663.

March 19-20-21

CUSTOM MC SHOW
Downtown Community Concourse, San Diego, CA. Fri. 6-11 pm, Sat noon-11 pm, Sun. noon-10 pm. 213/588-4551, ex. 32.

March 20-21

MRA ROAD RACE
PMI track, Pueblo, Colo. S. from Denver I-25 to Hwy. 50, W. to Pueblo Blvd., W to track. Prac. Sat. noon, Sun. 8 am. Race noon Sun. 303/233-4183.

March 21

AMA RED GARTER NATIONAL ENDURO
Los Padres Nat'l Forest. Marked from Hwy. 166 & Hwy. 33 near Maricopa, Calif. 125 mi. A/B/C riders. Entry closes Mar. 5—open Feb. 9. Lim. entry. $10.50 per rider. $1 extra team memb. Street legal. 2 sase to DDMC, 4601 W. Imperial Hwy., Inglewood, Calif. 90304. 6 am start. Sil. spk. arr. req. 213/673-0306.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 200% p.b. to Ex. 30% brass to others. Entry Ex. $15. Others $8. Sil. req. RT. 2, Box 143C, Brentwood, CA 94513. 415/634-3328, 634-2086.

D-36 INDOOR SHORT TRACK
Hwy. 395 N of Reno to Reno Park, Nev. Sign up 8-10:30 am, prac. 10-11, race 12:30 pm. All classes + minis. Entry $5. Spec. $2.50. 702/972-8376, 972-8888.

D-36 HALF-MILE
San Jose, Calif. Benefit for crippled children. Semi-Pro &Sptsmn/ 100 Ex. minis only. Santa Clara Cty. Fairgrounds. Tully Rd., off Hwy. 101. All classes, $6 ride, $3.50 watch. $600 Ex. purse. Open 7:30, prac. 10, race noon. 415/327-4461.

AMA 100 LAP TT
Ascot Park, Gardena, Calif. PO Box 98, Gardena. 213/321-5323, 323-5055.

ATA & ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, shcool 10 am, competition 12. $5 club memb-$7 non-memb. Free school for memb-$2 non-memb. ITA, PO Box 2155, Orange, CA 92669.

STARBUCK MOTOCROSS
5 mi. W. of Starbuck, WA on St. Hwy. 261 near Lyons Ferry. All classes. Sign up 7:30-10 am, prac. 8-10, race 11 am. Entry $5. Dayton Jaycees. 509/382-2573, 382-4658.

MOTOCROSS
Edwards AFB, Calif. Antelope Valley Fwy to Rosamond. Rosamond Blvd. to Edwards. Corner Forbes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry $6. Watch free. No Pro class. Same day brass. Desert Wheels MC. 805/258-4250.

CYCLE WORLD MX RANCH
Downtown Bullhead City, AZ., on the Colo. River. 1-1/3 mi. GP course. Entry $6 sptsmn., $15 Pros. 100% p.b. Memb req. $1 extra non-memb. Gate open 7 am race 10. (AZ time). Free camping. 602/757-8303.

AMA ROUGH SCRAMBLES
Pioneer Arena. S on Pioneer off Hwy. 120 btwn. Escalon & Oakdale, Calif. Sign up 7:30 - 10:30 am, race noon. $3.50 ride, $1.50 2nd bike. $2.50 watch. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

DRA EUROPEAN SCRAMBLES
Adelanto, Calif. Limed 7 mi. N of Adelanto, Hwy. 395 L side. 0-200 Beg; PP Beg; Minis - 8 am. 250 & Open Beg & Sr. Beg - 9 am. 0-200 Nov, PP Nov & Sr. Nov-10 am. 250 & Open Nov - 11:15 am. All am & Ex. 12:20 pm. $415 cash purse. 20% brass. Fin pins. $3000 med. cov. 714/373-4647.

D-37 & D-38 MX
Carlsbad Raceway, Carlsbad, Calif. San Diego Fwy. to Palomar Airport Rd. to track. Race 8 am, prac. 7. Entry $6. Jackrabbits & Dirt Bike Promotions 3rd Annual MX. Ride the Intl. course. Hacks & OT welcome. 213/865-6714 or 714/560-0426.

CRC MX
Indian Dunes, Valencia, Cal. (Intl. cse.) All classes. 30% trop. same day. Cash to Ex. Gate open 7 am, prac. 8-9, race 9:30. $10 Ex., $6 sptsmn., Non memb. add $2. $3000 med. 213/830-7519.

CENTRAL

50 MI CROSS COUNTRY
Midado Rcwy., Texas. Cedar Pt. cutoff FM RD. 2157 E 8½ mi. follow signs. Start 11 am. Entry $4, $2 gate. Star Rt. Box 126, Stephenville, TX 76401. 817/965-6179.

March 27-28

AMA TWO-DAY ISDT QUALIFIER
California City, Calif. Entries close Mar. 5. Limited entry. Shamrocks MC, 6814 St. Estaban St., Tujunga, CA 91042. Mail info only.

March 28

ROADRUNNER 100 MI CROSS CNTRY.
Los Alamos, New Mexico. 3.8 mi. E of Espanola NM, Hwy. 76. Entry $15. Start 9 am. 505/672-1166.

April 3-4

GREAT BEAR G.P.
Riverside Int'l Rcwy., Riverside, Calif. Entry $14 mail, $25 post. Entries close March 7. Four 100 mi. races. D-37 pts. 2 sase to GBGP, PO Box 6026, Orange, Calif 92667. 714/636-6262.

Ascot

J.C. Agajanian presents

100 Lap TT Renewal
AMA National No.'s
Experts only
Sunday March 21 2 PM

33 starters — 11 rows
(3 abreast)
Sign-in 10 am — Noon
Practice 11:45 am — 12:30 pm
Time Trials
12:45 pm — 1:30 pm
1st race 2 pm

for info call:
213 — 321-5323
213 — 323-5055
213 — 321-1100
213 — 323-1142

(Special Novice qualifying for April 2 half-mile night opener to be held Saturday, March 20. Sign-in 9 am - 11 am. 1st Race Noon)

18300 S. Vermont, Gardena, California
(junction Harbor & San Diego Freeways)

Perris Racetrack
Sun., March 7
Last race before TT Grand Prix
TT — Scrambles
— Short Track
40% Trophies
info: 714-925-2871
1st Race 10:15 am
Gates open 7 am. Practice 9 am

CRC Race Schedule
213-830-7519
Mar. 7 — Indian Dunes (Shadow Glen)
Mar. 14 — De Anza Cycle Park
Mar. 21 — Indian Dunes (Int'l. Track)
Mar. 28 — Osteen Cycle Park

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
Mar. 6 — Motocross
Mar. 13 — Motocross
Mar. 20 — MX course run backwards
Mar. 27 — Motocross

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00,
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____
Type of event *(TT, MX, Enduro, etc.)* _____
Entry fee _____ Sanction _____
Location _____
Mailing address _____
How to get there _____
Additional information _____
Your name _____ Number to call for info *(with area code)* _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

SHAMROCK
Two Day ISDT
Qualifier
March 27 - 28
Entries close March 5
300 rider limit
Cross country and Enduro
riders welcome
Post entry OK
Shamrock MC
6814 St. Estaban St.
Tujunga, CA 91042
info: 213-352-6376

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

AFM Roadracing March 14
Sears Point
Vallejo, Calif.
Pre entry $15.
Post $18, extra class $7.
Sidecars $20.
info: 415-792-5753

ESCAPE COUNTRY
$1000 Expert Purse (all Classes) Mar.28
714-586-7964

Perris TT Grand Prix
March 14

100% Starter Trophies
$10.00 entry
Entries limited
Mail entry only
Entries close Mar. 7, 1976
refer to 2/24/76.
Cycle News for entry blank
for info: 714-925-2871

Dirt Diggers M.C.
Red Garter
National Enduro
Entries close Mar. 5
see calendar for info

AMERICAN MOTORCYCLE ASSOCIATION A.M.E.
Race with AME
1st Sunday-Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd / 4th Sunday
Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required $8 per yr.
Every Friday Night
Indian Dunes
$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 714/729-3492. Husqvarna. Every first & third Saturday.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on Hwy. 60, take Theodore exit. 714/653-2633, 735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy. 71 at Lugonia Ave. 714/826-2386, 674-5383. Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

FLY-N-RACWAY
Thermal, Calif. 6 mi. S from Indio, take Airport Rd. to track. 714/328-4512. 1st & 3rd Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY. INT. RCWY.
Irvine, Calif. AMC Nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SAND HILL RANCH
Brentwood, Calif. Take Vasco Rd. turnoff from 580 & follow to Camino Diablo, turn R, first ranch on R. 415/634-3328, 6 634-2086. CMC MX every Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

Dirt Track

CYCLE LAND SPDWY
14 mi. S of Chico, Ca. on 99 E. 916/342-9302, 342-4216. Rough Scrambles every Sunday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

MANZANITA SPEEDWAY
35th Ave. & Broadway, Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

PERRIS RACEWAY
Perris, Ca. Btwn. Hwy. 395 & Hwy. 71 on Hwy. 74. 714/925-2871. TT & ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.

Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assoc. 714/639-5832. Every 4th Sunday of month.

Speedway

ELSINORE RACEWAY
Elsinore, Calif. Speedway Practice. 714/826-2386, 674-5383. Every other Sunday.

CENTRAL

Motocross

ANTELOPE CREEK MX
8 mi. W. of Borger, Texas on Hwy. 136 N of Amarillo on Hwy. 136, 30 mi. to Fritch, 4 mi. E. of Fritch on 136. 806/273-6571, 806/857-3733. Every 2nd Sunday.

ARMADILLO MOTOPARK
Irving, Texas. County Line Rd. S from Hwy 183. Track 2 mi. on R. 214/252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
4 mi. E. & 4 mi. S of Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

BLOOD, SWEAT & GEARS INC.
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi., then 2.5 mi. 405/336-5173. Nights. Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

DAVIS
Davis, OK., 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. 405/369-2117. Every 2nd & 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take I-35 S to Loop 288 exit, W till light. N on McKinney Rd. past Mayhill to track. 817/382-1607. Every 2nd & 4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Texas. 1 mi. N of I-20 on FM 700. Hi—Noon Optimist Club. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & ½ mi. N. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Texas, 1 mi S of Kingsville. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

LONG ACRES
12 mi. W of Mannford, Okla. on old Hwy. 51. 918/865-4028. Every other Sunday.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Texas. 3 mi. S. of Alvarado on I-35 W., Greenfield & Barnsville exit 2 mi. E & follow signs to track. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PK
I-35 btwn. Carrolton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, ¼ mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L. SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

THUNDERBIRD PARK
5 mi. E of Claremore, Okla. 918/341-8282. Every Saturday night.

WILL ROGERS MEMORIAL CENTER
Barn 8, Ft. Worth, Texas. 817/268-0681, 214/276-0409. Every Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 & Dallas-Ft. Worth Tnpk in Dallas. 214/337-7534. Every 3rd Sunday.

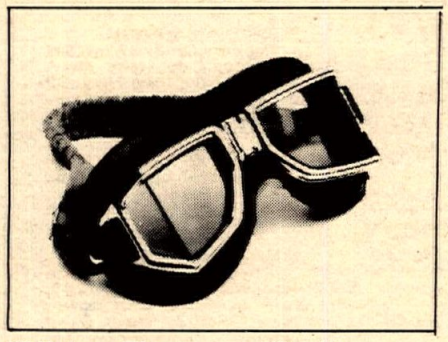
LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

We buy used motorcycles
Spot cash for street or dirt, Desert Vipers No. 1 in '76 ??? Warren Auto Sales, 10241 Beach Blvd., Stanton, CA 90680. (714) 827-0541. (8/4x)

Thump! Thump!
1972 BSA B50 MX. Just rebuilt and super clean. "T" gear box, 2 gal. alloy tank, & spares. $675/Best offer. (213) 376-5630.

Free from Malcolm Smith
104 page racing products catalog. Send 50¢ postage & handling to: Malcolm Smith Motorcycles, 1689 W. LaCadena, Riverside, CA 92501. Dept. CN. (5/3x)



"Mickey Thompson likes"
his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (7/EOI/5x)

Equipo primo!
Genuine Bultaco parts. '75 chrome-moly swingarm, $25.00. 1975 Frontera tanks (3 gal.), $30.00. Heckel boots, $74.95. Mail order — same day. Alba Bultaco (714) 427-9166. (8/3x)

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

New Huskies
All at mooch deal prices! S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (6/TFN)

'71 — 100cc HARLEY COMPLETE, not-running, $100. Call after 6 p.m. (213) 699-8666. (9)

Swingarm for CR 125
T&M for FMS, excellent condition, $90.00 or best offer. (714) 842-6001. (9)

'72 YAMAHA 60 mini enduro MX, plastic fenders, $175.00. '70 KAWASAKI 175 street/dirt, street licensed, $225.00. '63 YAMAHA 80 step through trail bike, $80.00. (213) 869-2801. (9)

'72 YAMAHA 175, ported, race piston, Bassani pipe, fast bike, dirt only, $225. (213) 828-3832. (9)

TRADE '61 RANCHERO, needs engine work for enduro type bike. (714) 635-8139. (9)

For sale or trade
'75, 360 YZ B mono, '74, 450 Maico. Both in top condition. Trade either for European or British street bike. (213) 534-0432. (9)

1975, 250 Maico
Less than 15 rides, D.I.D.s, pipe, fenders, tank, $825.00 or best offer. (213) 925-5097 days, (213) 429-5313 nights. (5/TFN)

'75 Husky 250WR 6 speed
Ridden in family enduros only. Like new, $1200.00. (213) 325-4442. (8)

Honda CR 125 Elsinore
1974. Very fast, reliable, forward mounted shocks, ported, FMF pipe, 30mm carb. Like new, see it. $650.00. (714) 691-7813. (8)

Dinosaurs are coming DDMC
(8/2x)

HUSKY front wheel speedo, VDO incl. Complete front wheel, excellent. (805) 824-4255. (8)

Sales Manager
Top in field, much experienced. Will relocate. Cycle News, P.O. Box 498 Dept. F.H., Long Beach, CA 90801. (8/TFN)

Help wanted — secretary
Motorcycles accessory firm. Typing, filing, phones, and etc. Call Mr. Abrams (213) 999-2811. (8)

Go climb a mountain
with my SC 500 Yamaha — new top end — new forward mounted Curnutts — good tires — runs primo. Also — perfect 100 H.D. Baja. Both priced right — cheap!! (213) 821-5362. (9)

'75½ Maico 250, $1,200
Has all the hot setups, 5 speed. (213) 284-4163. (9)

Speedway Jawa
You won't find a nicer used Jawa complete & ready to race. $1400.00. (714) 675-3085. (9)

'73 Yamaha 250 MX
Ceriani front forks, L.T.R. gas Curnutts, new piston, new rear tire, $395.00. (714) 682-8693. (9/2x)

Everyone needs a Honda or 2
2—'74 CR 125s. Both in excellent shape. Both have CZ air boxes, Mikuni carbs, ported barrels, trick pipes, long travel front and rear, 520 chains. $525 each or both for $900. Ask for Craig after 6:00 (213) 657-0062. (9)

2 BIKES: '65 GREEVES 250 MX-1, $125.00. '73 HONDA CB500, paint, wheel, forks, more, NICE! $950.00. Leave message for Steve (213) 328-1520. (9)

Montesa 125 MX
Reed, extras, great trail bike, $335. (714) 846-3487. (9)

'73 Suzuki TM250
Lay-down gas Girlings, fresh engine, ported, plastic MX tank & desert tank, choice of tires. (714) 232-6231 weekdays, (714) 444-3870 nights, week-ends. (9)

1973 Husqvarna 400 CR
Skid pan, new 5 inch Curnutts, swingarm extended one inch, two tanks, two sets of mud guards. Runs and looks new, $725.00 or best. Call after 6:30 p.m. or weekend (714) 894-6620. (9)

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $235.00. Ken's Custom Trailers, (213) 634-6287 or (213) 862-8601. (8/TFN)

1975 Husqvarna 250 G.P., $800
Excellent condition. (702) 323-3390 evenings, Matt. (8)

'75 Penton 250
Loaded, $950.00. Lay down shocks. '72, 250 Yamaha MX, $525.00. Trick kit. After 5:00 p.m. (213) 885-1861. (8)

1971 HUSQVARNA 400cc, low mileage (been stored), $525.00/best offer. (714) 530-3599. (8/3x)

1971 HUSKY 400cc CR, forced to sell quick. Good condition, owner's manual, extras. Call days Tues.-Sat. 9-7 days, ask for Doug, private party bike. (213) 390-3406. (8)

'74, 125 Bultaco, '74, 360 Bultaco
Long travel suspension, Mikuni, extras, xlnt. cond. Priced to sell. 125—$550.00. 360—$650.00. (213) 375-0737. (8)

'74, 100 MX
Rebuilt, ported, moved up shocks, Maico fenders, lots of extras, $525.00. (213) 445-2139. (8)

BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (25 issues) to BIKER, Box 2610, Long Beach, California 90801. (4/TFN)

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Street legal, '76 tags, only 700 miles, 19" & 21" front wheels, Curnutts, Cheng Shins, Pettys, Jones CM bars, $750.00 or trade for clean '74 or '75 Pursang. (213) 660-3288. (7/3x)

TA 250 motor, $750.00
S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. Call before 6 p.m. (8/2x)

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OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

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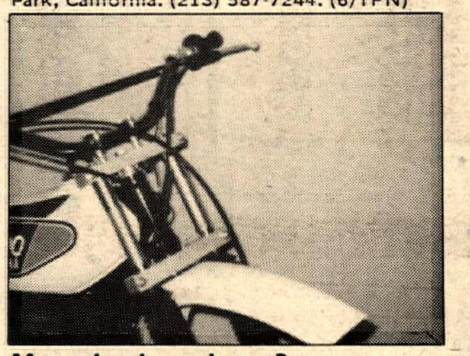
"Mooch deals"
TT 500 Yamahas, XTs and MX 400s. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (6/TFN)



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Rigid, non-flexing triple clamp, in aluminum — improves front-end geometry, $89.00. Contact: Billy Cramer, Bx. 25, Apache Jct., AZ 85220. (602) 986-9262. (8/2x)

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Hardly ridden, must see. (714) 838-4984. (6/5x)

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Must sell immediately . . . new motor, custom frame by C&J. Custom exhaust & many extras, everything trick to the max. $975.00. Call after 5 (714) 832-7664. (9)

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New 6-'75, S&W springs, J-bars, Filtron, 25 hours total use, $725.00. (213) 886-5307. (9)

Desperate to sell!
1973 Bultaco 250 Pursang. Rebuilt lower end, new fork seals, forward mounted Konis, clean, runs good, good condition. $375.00 cash firm. (213) 899-4305. (9)

Trick Honda 100
8" rear wheel travel, bored, pipe, Preston Petty's. Very dependable and fast, extras, $250.00. (213) 361-1428. (9)

TD2B Yamaha flat tracker
Fresh engine, Fastrack chrommoly frame, disc brake, extra new cylinders, chambers, sprockets, immaculate condition, very fast. Asking $1000.00. Might deliver from Albuquerque. Before 6:00 (505) 242-1362. (8)

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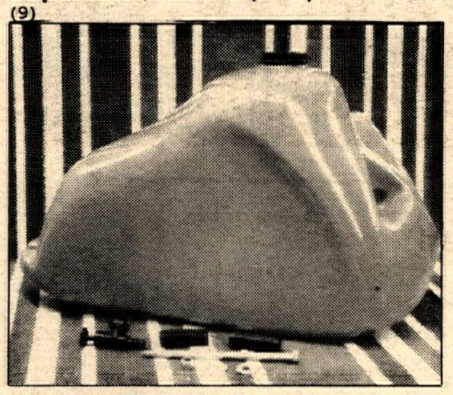
'75 Bultaco 360 Pursang, $775
Air forks, Konis, Barnett, etc . . . (213) 899-9624. (9)

Super Rat $195.00 (213) 793-2855
(9)



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'72 Husky 450 WR
Excellent condition with many extras. Never bored, $650.00. (714) 842-6787. (8)

YAMAHA 250, 1972, must sell, $400. (213) 396-5627 or (213) 355-9432. (8)

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A-3

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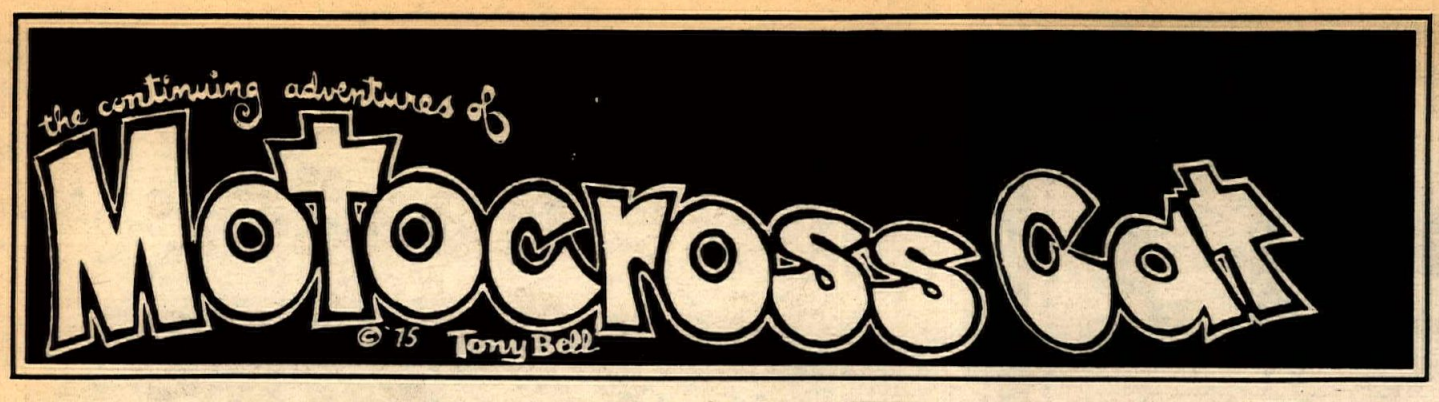

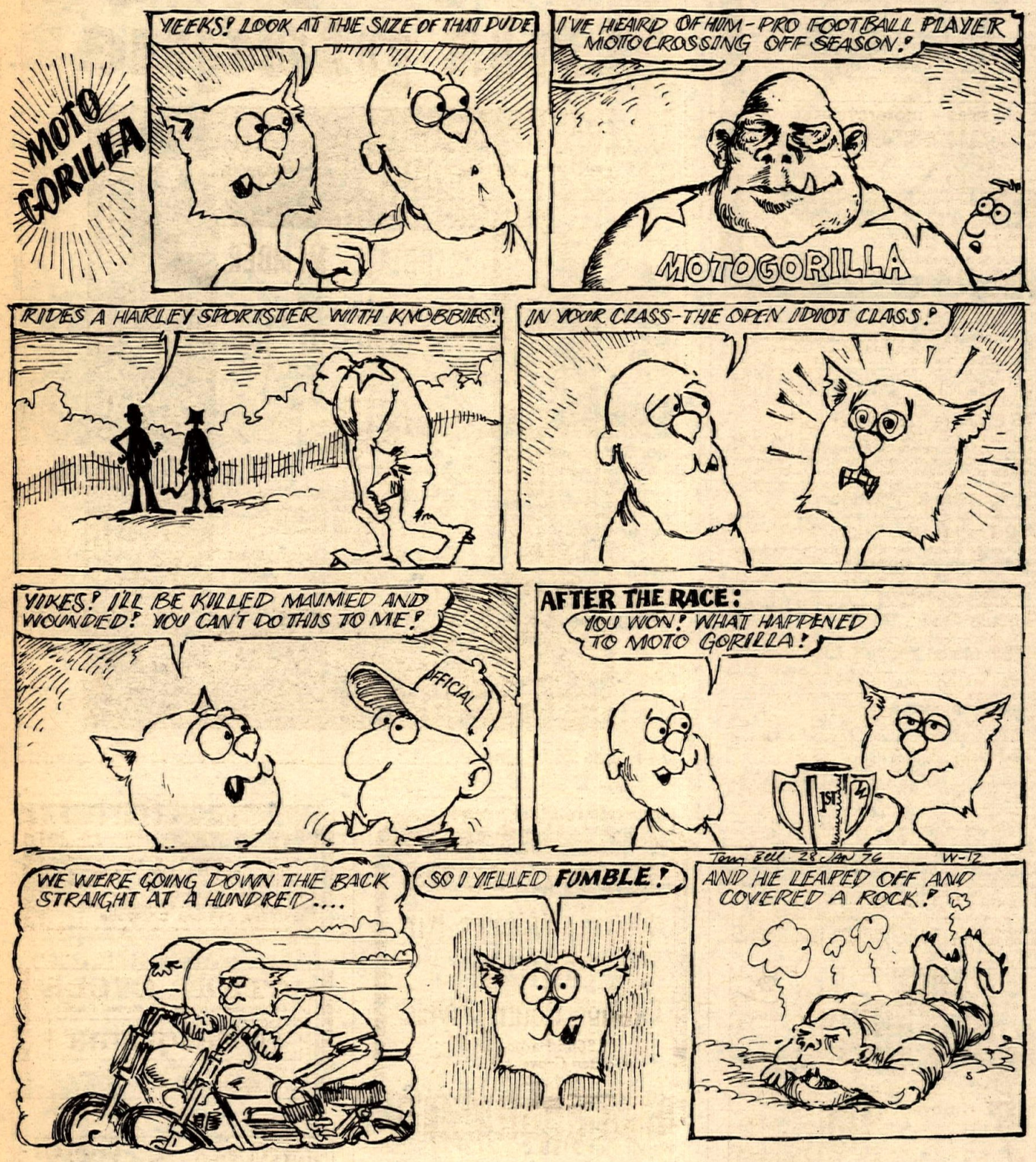

'74 CZ 400
New mid '75, all tricks, $795.00/best offer. (213) 347-3197 or (213) 348-8342. (8)

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L.B.H. racer, F.M.F. porting, pipe, and head, Mikuni carb, TL 250 forks, Redline swingarm, and Konis, xlnt. condition. Must see, $695.00. (213) 423-9490. (9)

'75½, 400 Maico, $995
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'72 Yamaha 250 MX
Excellent condition, fork kit, Curnutt shocks, 3 gal. tank, $450.00. (213) 530-7579 or (213) 378-5488. (9)

'75, 400 Yamaha
Terry kit front, 8½ in. kit rear, Akront rear, chain tensioner, excellent condition, $925.00. (213) 923-7807. (8)

'74, 400 Husky
in storage 14 months. Profab swingarm, Cerianis. New chain, sprockets, Curnutts, cherry. Must see, $925.00. (213) 923-7807. (8)

1975 CR 125 brand new, showroom condition. $675.00 or best offer. (213) 442-6998. (8)

Bultaco 200cc
Good condition, dirt or street, never raced, $120.00/offer. (805) 527-0611. (8)

TD3 250 ½ MILER, Kanemoto engine, $1695.00. HONDA '74, 750, 1000cc, R.D. engine, $1995.00. Suzuki TM 250, super trick, Barnes, Champion, super fast, $1295.00. (209) 291-2183. (8)

Hodaka Ace 100 like new
Many extras, new electrical system, Webco head, Cerianis, Filtron, knobbies, plastic tank, new brake shoes, and lots more. Asking $250.00. Ask for Andy from 5:00 to 8:00 (714) 523-3827. (8)

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for sale. Ideal So. Cal. location. $800,000.00 G. '75. $150,000.00 or sell Kawasaki separate, $30,000.00. Bob (714) 687-4300. (8)

1975 CR Honda 125, $675
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'75 GP Maico 250
Cherry condition, Poppy, fin Konis, Akront, H.D. spokes, pegs, Andres, alloy hubs, etc. CLEAN. $895.00 or best. (213) 357-6083 days; (213) 573-3183 eves, ask for Tim. (8)

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Cherry, very fast, 34mm Mikuni, Trelleborg tire, Akronts, long travel Betor forks, Skyway silencer. Must see, excellent condition, never raced, $595.00. (213) 949-1684. (8)

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Stove, oven, porta-pottie, spare tire. Super clean — $1400.00. (714) 963-6050. (8)

Metric tap & die set
40 piece tungsten steel set with all the accessories to do most jobs on your motorcycle, $13.95 plus tax and postage. CODs, 50¢ extra. Hilesula Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (9)

'73, 250 Pursang
Fresh and ported engine, skid plate, 2 tanks, good condition, $525.00. (805) 495-0640. (9)

'75, 360 Bultaco Astro
Fresh, very fast, very sharp. Made my points in five races with this scooter. $1250 firm. Jeff Campbell (503) 476-7384. (9)

TA 250 Yamaha twin
TA 250 Yamaha twin. Six speed with dry clutch. Champion frame, tank and seat, Ceriani forks, S&W shocks, Barnes wheels and disc brakes. Must sell, $1550.00. (714) 658-6154. (9)

Cycle trailers $176 & up
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'74 TM 125 SUZUKI. PERFECT CONDITION, super clean, very reliable, and very quick. $445.00 or best offer. After 4 p.m. (805) 647-5747. (8)

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Excellent condition, ridden very little, $550.00. (213) 697-8440. (8)

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This bike was built by Jerry Burak and Al Engle. It is new from wheel to wheel. Spare parts! Call and let's talk. $1,700.00. (408) 649-8329. (8)

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Fast 350XL class "C" racer
Boss frame, disc brake rear wheel, front spool & front brake wheel, Sifton cam, Forged True piston, Pipeline pipe, Elsinore carb, new paint job, S&W shocks. $1550.00 or make offer. Call week nights only, after 6 p.m. (408) 244-0605. (8)

'75 YZ 360 mono
Perfect condition, extras, $900.00. (213) 889-8042. (8)

For sale 3 rail trailer
Excellent condition, leaf springs, lots of lights, new mags and tires. $250.00 or best. (714) 689-3380 after 6 p.m. (8)

'73 XL250 Honda
2,400 original miles, knobby tires, aluminum bars, new shocks, xlnt. condition, street legal, $570.00. Call eves. (714) 524-3825. (8)

Torque up the kazooo!
'72 CR 450 Husky, swingarm mods, aluminum Konis, Hooker pipe, Honda seals, plastic fenders, new bars, new clutch, skid plate, many extras, xlnt. shape, $600.00. After 6:00 (714) 524-3825. (8)

'74, 400 CZ red frame
Forward mounted Boges, 8½ inch air forks, 36 Bings, Hoover pipe, small ignition, balanced crank, seat kit, DIDs, Petty mudders, polished tank, many extras, $700.00. (213) 885-0722. (9)

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MK 6 Pursang, 8 in. travel forks, forward mounted Boge shocks, lots of extras. Best offer. Call Scot after 5 (213) 670-8075. (8/2x)

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Lo mileage, box stock and super clean. This Thumper has had gentle use and careful maintenance. $750.00. Ask for Jeff — weekdays (213) 644-0411 Ext. 1208. (8)

1974 Husky 250 CR
Low mileage, exceptional shape, $750.00. (714) 842-4405 or (714) 675-6419 after 6. (8)

750 XR alloy
Fresh engine, extras, Sifton cams, megaphones, Trapp mufflers, $2800.00. (916) 241-7117. (8)

'75 Montesa 250
Forced sale: Race ready, like new. Would you believe, $550.00 less than actual cost. Call Matt after 3:30 p.m. at (714) 529-3834. (8)

Checkers got beat
Desert M.C. is No. 1 District club. (8)

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Full or part time, experienced only. Contact LEN (213) 635-4541. (8)

'68 BSA 441cc "STAR" $375.00. (714) 521-6979. (8)

'73, 400 WR Husky
Silicone-mag front end, forward mounted silicone Curnutts, new tires, new motor, stored 18 months. Looks brand new, $875.00. Call (213) 540-2409 Torrance. (9/3x)

'75, 400 G.P. Maico
Xlnt. condition, new DIDs, Metzeler, Poppy coolers, works fenders. Ports matched. Must see to appreciate, $995.00. (213) 869-0508.

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The Checkpoint M.C., formerly No. 2 in District points, is shooting for No. 1 in 1976. We need your help! Benefits are: Club support, pay back entries to top 10 overall finishers, free jersies. For info call Dick Harris — President (714) 998-0393. (8/4x)

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Cow trailed only, new top end, dependable, hardly ridden, $575.00. (213) 843-9094 or (213) 845-1215 eves. (8/3x)

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'75½ Maico 400
Showroom condition, xtras, 8 hours time, $1050. (213) 676-3950. (7/3x)

Mooch deals on all YZ & MXs See ad in L.A. Times for prices
S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (8/TFN)

'75 YZ80B
S&W L-D, shocks, new seat, rebuilt engine, ported, mod-pipe, extras. $375.00. (714) 525-2163. (9)

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"Dirt bikes, must sell"
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FMF porting, laid down Boge, 32 Mikuni, many extras, worth seeing!!! $600.00 or best offer. Dan (213) 663-1553. (9)

2 '75 Honda CR125 Elsinores
FMF head, T&M porting, pipe, new piston and rings, Barnett clutch, T&M aluminum swingarm, Sun rim with Cross four 8 gauge spokes, super fast. Forced to sell for $675.00. D&G head, pipe, many extra parts, good condition. (714) 683-2253. (9)

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In excellent condition, many spare parts, also includes set of ABC leathers, has 5 speed engine, just rebuilt, $700. (806) 352-6365. (9)

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All models, any type aluminum, magnesium or cast iron. Dealers inquire. Also complete machine shop facility. Buy from craftsman and save. Ed Kretz & Son, 1417 E. Garvey, Monterey Park, CA 91754. (213) 280-8244 or (213) 283-4277. (6/4x)

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Lay down, most bikes, $65.00. Bilsteins, $83.95. Boge, $43.95. Fox Shox, $93.00. Works Performance, $105.00. Fork kits for all RMs, $29.95. G.S. Sigman Race Car Engr. (213) 830-4678. (6/4x)

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Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

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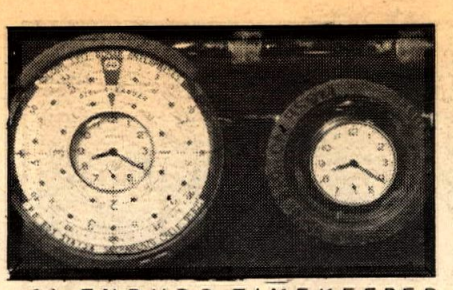
'73 PENTON 125 — EMLER engine & pipe, Koba shift kit, moved up Konis, Twin Air, Pettys, DID, Diamond chain, super clean. Must see, $450.00. Evenings (213) 284-0303. (8)



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1974 CMC No. 1 250
Randy Meyers rode this Bultaco for the No. 1 plate. Plastic fenders, moved up Boges, trick pipe, super porting, torque plus lots of top end. Fresh top end, expertly maintained. Must see, must sell, $750. (714) 492-5085. (8)

'75 Elsinore 125—super trick
Reduced from $750 to $600 or offer. Must sell. Also complete xtra reed valve, 1975 engine w/32mm Mikuni, forks, seat, Redline swingarm, complete wheel assemblies, tank, etc, etc. All or part. All ½ or less of new price. All like new. Will make package deal for everything. (714) 962-9701. (8)

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Previously owned by Gary Scott. Used one season and just completely rebuilt. Super trick and sanitary. Many, many extras. Going overseas. Must sell, $1600.00. Call after 5:00 p.m. (406) 452-7657. (8)

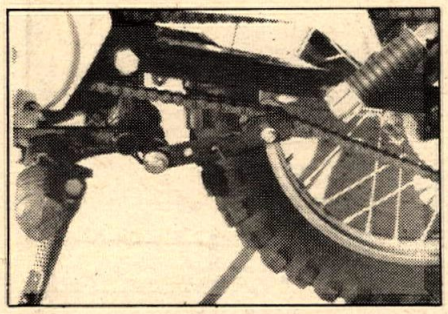
Bultaco Alpina '74½
250, show-room condition, Konis, desperate, $500.00. See at A.A.A. or (714) 649-2813. (8)

'72 MAICO 250 INTERNAL FORKS, quiet pipe, many extras, excellent condition, ridden little, never raced — $600.00. Three rail motorcycle trailer, $150.00. (213) 248-0849. (8)

'75 Husky 360 GP
Never raced, used only 6x for trail riding. Absolutely mint condition, $1495.00. (714) 864-0327. (8)

Never ridden 125 monoshock!
'75, brand new, $835. '74, 250 Bultaco, Moto-X Fox forks and shocks, many spares and extras. Engine is stock! $746 — it's worth the money. (714) 639-0344. (8)

Honda TL 125 trials '74
Excellent condition, Renthal bars, P.P. fenders, runs great. Must see to appreciate, $400.00. (714) 595-8758 or (714) 595-7884. (8)



Chain tensioner mail order
Factory direct — Honda — Yamaha — Suzuki — Specify year-make-model — $9.95 + 6% tax. Cash-check or C.O.D. D. & J. Sales, PO Box 485, La Mirada, CA 90638. (5/4x)

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110cc Mini-cycle replica with improvements. Recently built. Too much machine for rider. C&J frame, D.G. 110cc Elsinore engine, $1500. (714) 427-3237. (8/2x)

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'74 Yamaha 360 MX
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Breakerless CDI conversion kit. No engine modifications required. Install it yourself. Connects to your standard wiring. Includes high performance ignition coil. $54.95 complete. Eliminates points. Two years guarantee. Martek Products, Dept. T, Box 1639, Carlsbad, CA 92008.

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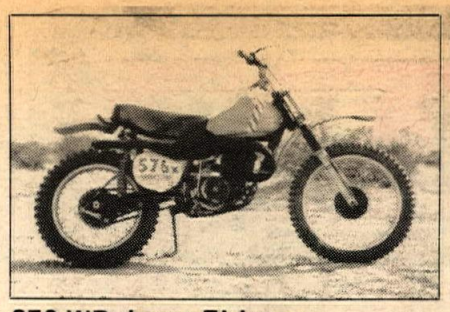

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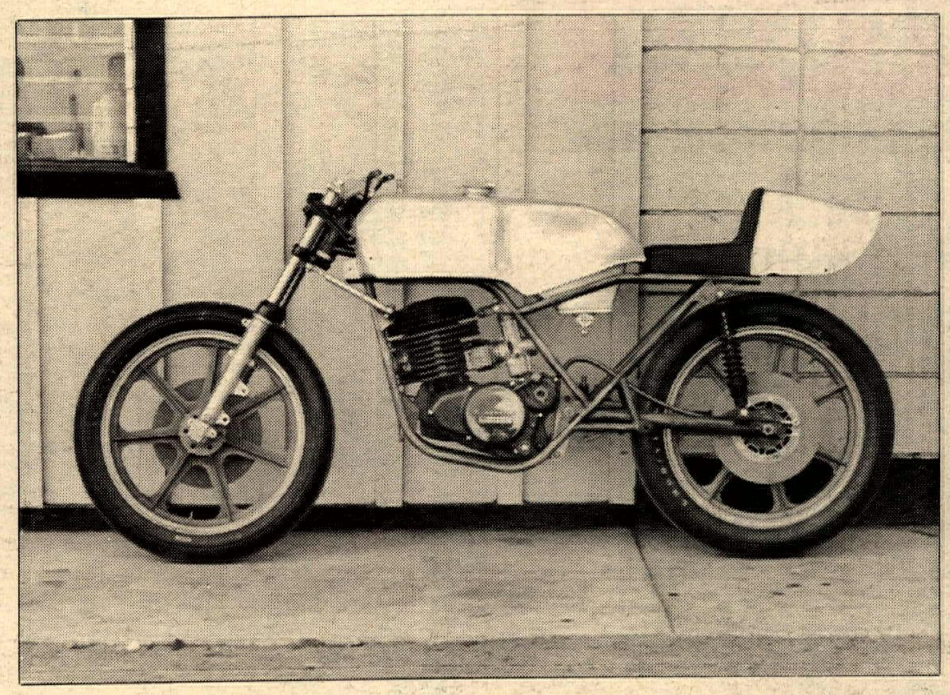
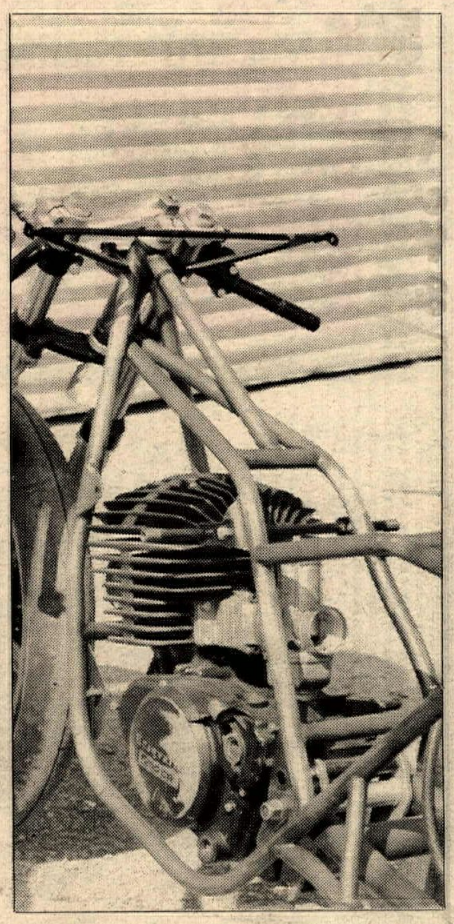
A lightweight for Loudon

Pat Evans' one-off 360 Husqvarna pavement rocket leans against Don Vesco's shop with the MX engine, seat and brakes dummied-in for trial fitting (below). Klaus Nilssen at Husqvarna Motorcorp started the project, even contracted an engineer in Sweden to design the frame (right); then went on vacation. Evans offered to complete the bike on his own if he could race it at Loudon and possibly Laguna Seca this season. When finished it will house a breathed on 360 CR power unit. Half the fun of wheeling it in and out to show people is coasting it back down to the storage garage and trying to make the alley turn with no brakes (left).

PHOTOS BY LANE CAMPBELL





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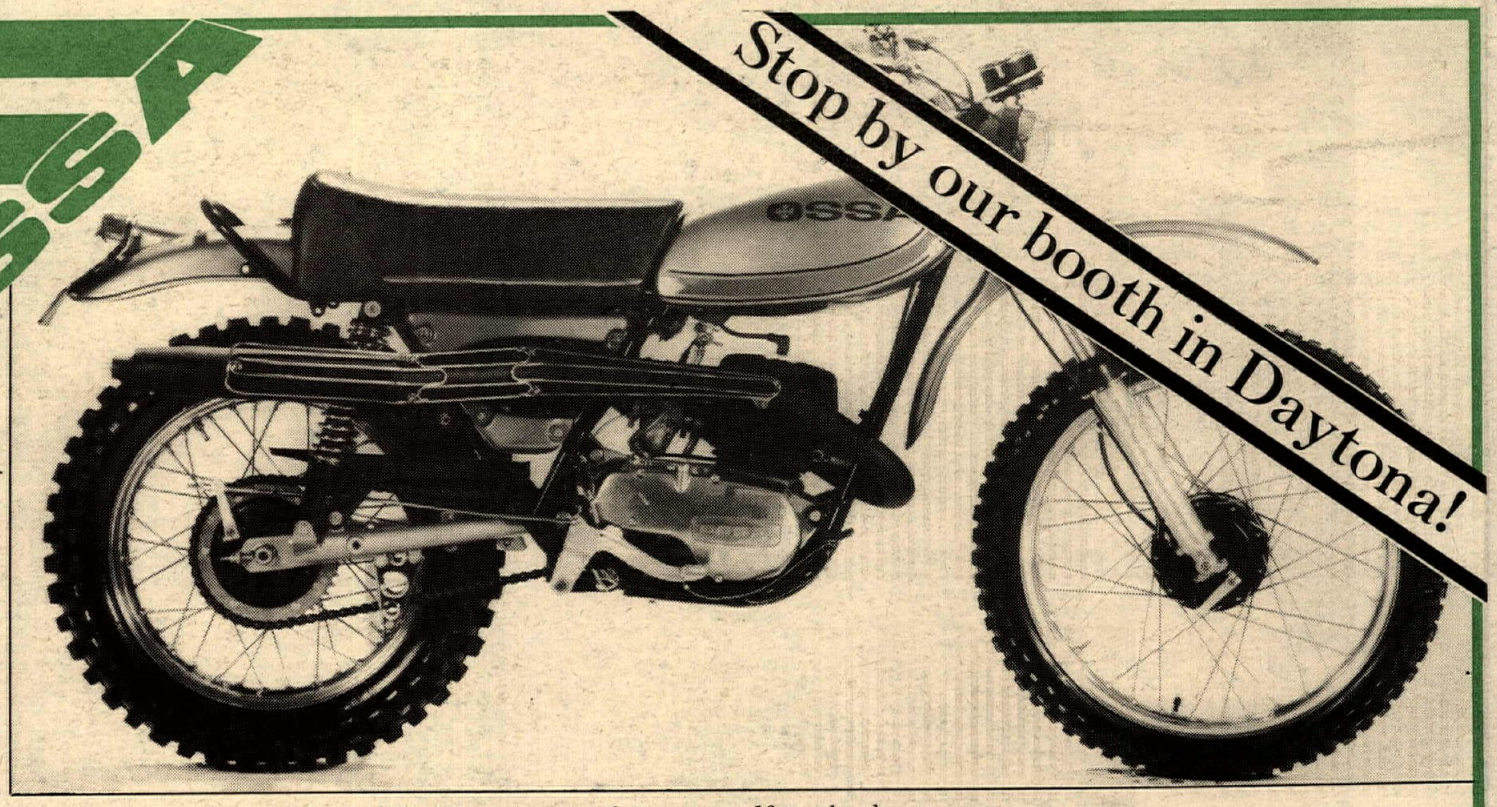

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